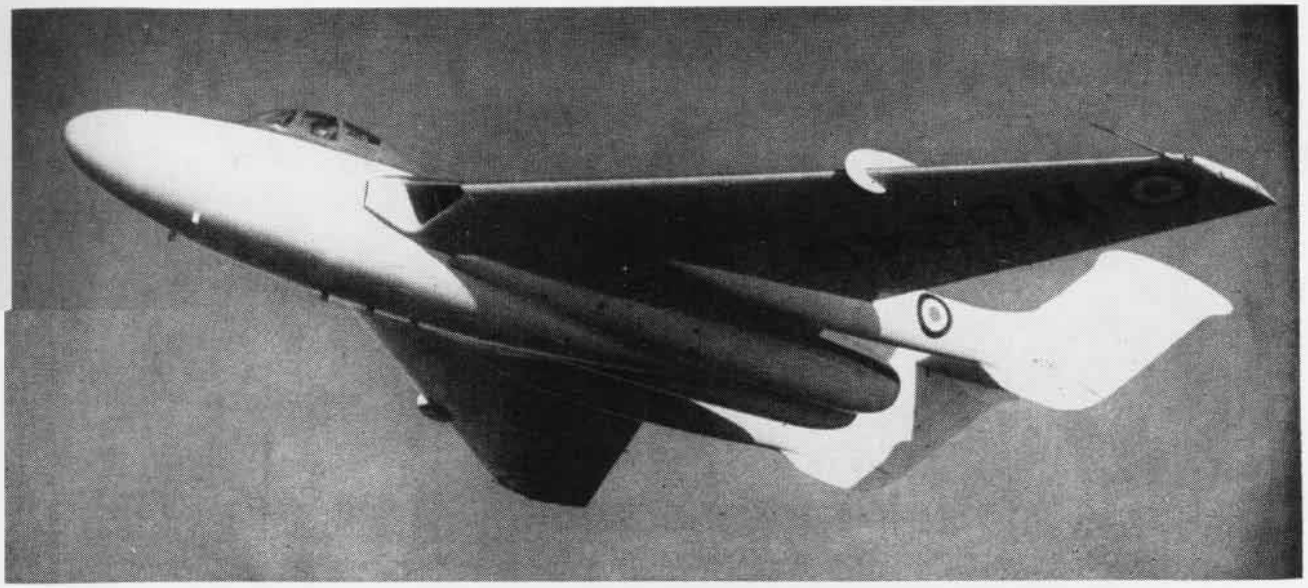
NAVAL AVIATION NEWS

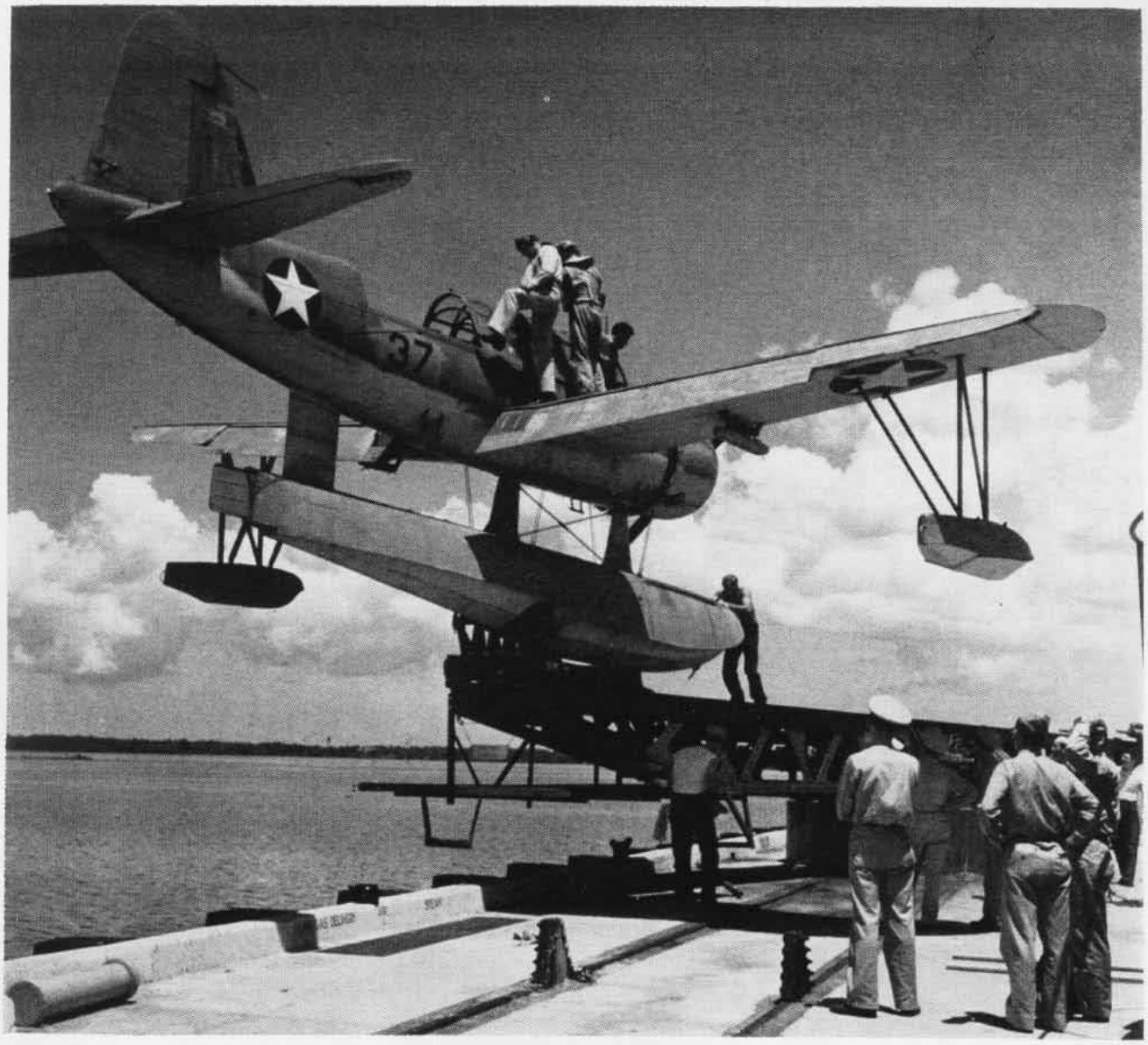
FEBRUARY 1954
NavAer No. 00-75R-3

SHARE THIS COPY

ALL-WEATHER FIGHTERS

Two British de Havilland fighters are shown in flight. Now in production for the RAF is the Venom Mk 3. The D.H. 110 is being developed for the Royal Navy. They are for bomber interception.





FROM DAVID TO BROWN

As THE AD was placed in position for launching, soft clouds of steam passed across it. At times, the green, yellow and blue-sweatered deck handlers grouped about the plane were completely obliterated. On signal from the catapult officer, the shuttle moved forward, tensioning the bridle.

The rev-up was given, then the release. There was a tremendous roar from the plane and the catapult. A cloud of steam from the track spurted out behind the moving plane. Steam whirled like an eddy of dust beneath the AD's prop. The plane began to move slowly at first, then accelerated rapidly. It was easily airborne, making a steep climb off the end of the catapult to about 300 feet. Steam wisps drifted from the catapult track as the sealing strip dropped out of the sealing position.

That was the way the launching looked to the spectators at the first public demonstration of the American steam catapult on 3 December 1953 at the Naval Air Material Center in Philadelphia.

CDR. N. GAYLOR, CO, and LCdr. E. L. Feightner, Development officer, of VX-3 at NAS ATLANTIC CITY were launched in an F9F-6 and an AD respectively. They described the launch as similar to riding on a feather bed.

LCdr. E. L. Feightner's comments were: "There's a tremendous difference between the steam catapult and others I've been shot off. It starts you slowly, then at the end you're accelerating rapidly. It's much better for the pilot. I had never been shot off this catapult before, so I was braced for the usual shock which never came. I wouldn't have had to brace my head at all, so easy was the shot.

"There's so much power in the thing that my AD was airborne before the bridle released. The pictures show I was pulled back down on the catapult track by the bridle after I was in the air. At the end, I had lots of excess speed and could make a steep climb. Usually, you barely have air speed at the end of a shot."

The first installation of the new C11 steam catapult will be made early in 1954 on the newly modernized *Hancock*. The *Forrestal* and *Saratoga* will each have four steam catapults. Two of them will be slightly longer than the C11, but identical otherwise.

THE CATAPULT consists of two long, slotted cylinders, lying side by side directly under the flight deck. A piston is propelled down each cylinder by the steam admitted through the launching valve. The two pistons are solidly interconnected by means of a cross-piece which passes through the slots in the two cylinders.

The launching hook which connects to the aircraft towing bridle is located at midpoint of the piston-connecting cross-piece and extends up through a slot in the flight deck. As the piston travels down the cylinder, the slot in each cylinder is sealed by means of a flexible steel strip to prevent steam from leaking out of the slot in the cylinder behind the piston.

The forward section of the piston lifts the sealing strip, permitting passage of the piston assembly and the after section of the piston forces the strip down across the slot. The sealing strip is retained in the sealed position by the internal steam pressure in the cylinder.

Steam to operate the catapult is collected in the steam accumulator, the steam being supplied from the ship's boilers. The launching valve controls the steam for each shot. Since the catapult is required to launch aircraft of many different weights and at many speeds, the steam is closely controlled as it enters the cylinder to obtain the acceleration and end speed of the piston for the many conditions involved.

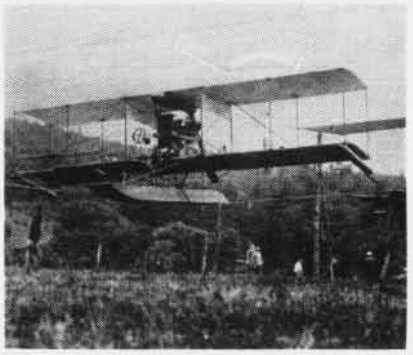
The launching valve has a variable size opening and its rate of opening is variable to control properly the amount and rate of steam entering the cylinder. As the piston reaches the end of the stroke, it is stopped by means of a water brake. These are some of the basic elements of the C11 catapult. The actual catapult is a fairly complicated piece of machinery, the culmination of years of experimental development since the inception of naval aviation.

The idea of the catapult itself is not a product of modern civilization . . . only the methods of propulsion have changed. The Biblical David used the catapult principle when he slew Goliath. As far back as Greek and Roman antiquity, a crude catapult, similar to an oversize slingshot, was used to hurl stones, fireballs, spears and other deadly missiles at the enemy.

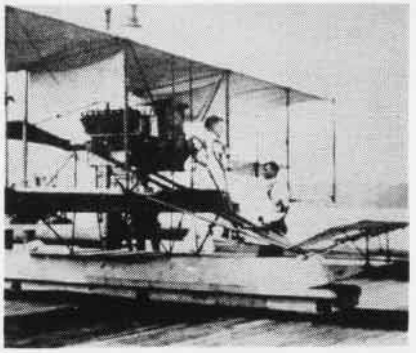
Even catapult launchings of airplanes date back to the earliest history of man's successful powered flights. The early airplanes of Professor Langley and the Wright brothers from 1903 to 1911 were launched with the aid of a simple form of catapult. Langley used coil springs, while the Wrights used cables and a falling weight to obtain the catapult force.

AFTER Eugene Ely made the first successful flight from the deck of the *Birmingham* in 1910, more and more thought was given to developing some device which could launch planes from the deck of a ship. In 1911, Glenn Curtiss at Hammondsport, New York, wrote to Capt. W. I. Chambers, "I am devoting myself just now to devising means of launching our regular machine from the deck of a ship and hope to put this in practice very shortly, first at our training ground here and, later, off the deck of a ship, if arrangements can be made to do so."

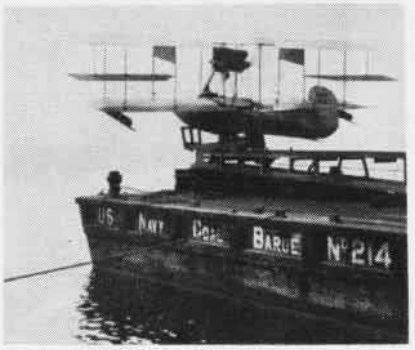
Curtiss was developing a wire launching device. In September 1911,



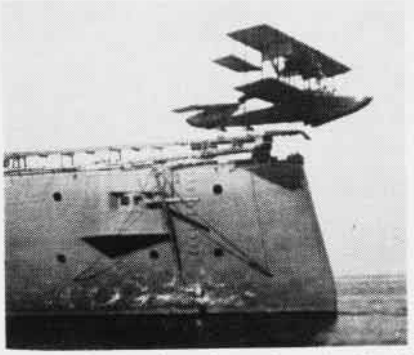
HYDROPLANE *is hauled up on wire launching cable at Hammondsport for Ellyson's flight.*



ELLYSON *sits in plane prior to trial of first catapult at Annapolis in early 1912.*



EARLY *naval aviators received catapult training at Pensacola aboard coal barge.*



ONE OF *the first launchings from the North Carolina shows plane leaving catapult car.*

he wrote to Chambers, "This scheme of sliding down the wire seems simple, but when you come to it, there are so many obstacles and problems to work out. Still looks feasible however."

On 7 September 1911, Lt. T. G. Ellyson flew a hydroplane from a wire cable suspended from a 16-foot-high platform on the shores of Lake Keuka at Hammondsport. From this platform a 250-foot length of ¾-inch steel cable ran out and was secured to submerged piling. A metal-lined slot cut in the keel of the pontoon fitted on the cable. The lateral equilibrium was maintained by two-foot wires parallel to the main cable on which the wingtip pontoons rode. The wire inclined down toward the lakeshore.

UNUSUAL *event of WWII is F6F being catapulted from the hangar deck of the Hornet.*

FLIGHT *deck crewman adjusts the retaining ring prior to launching from Independence.*

THE SIGNAL *officer gives a TBF the signal for catapulting aboard the Independence.*

As the plane began to move, a man on each side balanced the plane until its speed was greater than the men could run. Several successful although hazardous launchings were made, and a test aboard ship was considered. However, development of a catapult made this method obsolete.

The Navy's first airplane catapult was developed in 1912 at the Navy Yard, Washington, D. C., under the direction of Capt. Chambers in cooperation with BUORD and the Naval Gun Factory. It was powered by compressed air.

An air hoist with cable and sheave blocks was rigged to a channel track structure with the free end of cable attached to a launching car on rollers. The launching run was about 30 feet. At this early stage in catapult development, the big drawback was that no means were provided for stopping the launching car. It had to be retrieved after launching.

Early in the fall of 1912, the catapult was installed on the *Santee* dock at the Naval Academy at Annapolis. The first attempt at a launching was made with Ellyson piloting a Curtiss AH-3. Ellyson was destined to land in the drink. His plane was wrecked, he was unhurt but drenched. The attempt was a failure because the plane wasn't secured to the launching car. Its nose lifted when the accelerating force was applied, stalled and fell into the water.

The catapult was brought back to the Washington Navy Yard and the necessary alterations were made. This time the catapult was installed on a barge with the tracks only about two feet above the water. With Ellyson as pilot again, a hydroplane was successfully launched on 12 November 1912.

These tests indicated that a greater capacity was required and a new design was undertaken. When it was nearly completed in 1914, the new catapult was transferred to Pensacola where a naval air station had been established. The catapult with a run of 55 feet was installed on a barge.

Sometime between the fall of 1914 and the spring of 1915, Lt. P. N. Bellinger made a successful flight after catapulting from the barge in an AB-2. For a short while thereafter, early naval aviators learned catapulting as part of their training course.

Several months later, LCdr. H. C. Mustin, then in command at Pensacola, obtained authority to install the "infernal machine" on the quarter deck of the *North Carolina*. As pilot, he made the first catapult launching from a naval vessel underway on 5 November 1915 with a 1700-pound AB-2 seaplane at 50 mph end speed. A second underway attempt was made that same day by Naval Constructor H. C. Richardson and Bellinger.

At this time, a successful method for stopping the catapult cars still hadn't been worked out successfully. It was the practice in those days to let the cars go overboard with the planes. The cars were recovered in a more or less damaged condition by means of a towline stowed on the car with one end attached to the ship.

Along about 1919, it became evident that catapults were needed if airplanes were to operate from battleships and cruisers. The idea of a turntable catapult to transfer planes from storage to the catapult was suggested and developed with friction brakes to decelerate the launching car at the end of the accelerated run.

Right up until the outbreak of WW II, catapult development and modification was primarily aimed at utilization aboard battleships and cruisers. Designers came up with a variety of fly-wheel catapults, powder catapults and catapult guns which were duly tested. However, by 1934, the advantages of a flush-deck-type catapult to launch landplanes from carriers was becoming more apparent.

IT WOULD permit the after part of the flight deck to be used for stowage or landing of airplanes while the bow of the vessel was being used for catapulting. Normally, without the use

WITH THE *advent of jet aircraft aboard carriers, catapult takeoffs became the normal procedure. Catapult officer gives signal to launch Banshee on Coral Sea. Heavier and faster planes are making this type of catapult an obsolete piece of machinery.*

of a catapult, it required practically the entire length of the flight deck for an airplane to obtain the necessary end speed for takeoff directly into the wind.

The first hydraulic-pneumatic catapult was tested at the Naval Aircraft Factory in 1935 by launching airplanes of 5500-pound weights at 45 mph in a run of 34 feet. It was intended the speed of the carrier would be added to the catapult's to obtain necessary air speed to launch the plane.

WHILE the flush-deck catapult was being developed, a fact bound to plague catapult designers for years became apparent: the rapid development made on carrier aircraft was outstripping catapult development.

When WW II began, most of the first-line carriers were equipped with flush-deck catapults. Because of the speed and size of the carriers, practically no catapulting, except for experimental purposes, had been done prior to 7 December 1941.

War meant that airplane weights would increase because of armor and armament. With higher weights, the planes needed longer takeoff runs. At the same time, plane complements were going up, reducing the deck area available for takeoffs. Under these circumstances, catapult launchings became more common until, by the end of the war, some carriers reported that over 40 percent of their takeoffs were by catapult.

The small and slower CVE's were to gain their day of glory pointing up the possibilities in catapult launchings. Originally conceived as suitable only for convoy ships, aircraft delivery vessels and the like, the misnamed CVE's were equipped with new and virtually untried flush-deck catapults.

By accepting catapult launchings as normal procedure instead of an emergency measure, a considerable number of the new and formidable TBF's could be operated successfully from the CVE's. Thus they proved they could pack naval aviation's deadliest punch —the torpedo plane.

Under average conditions, using a deck takeoff, only the OS2U and F4F were operable from CVE's. An average CVE had a top speed of 18 knots and approximately 400 feet of deck available for takeoff provided all airplanes except the one taking off were kept on the hangar deck.

Using the entire deck and the 18 knots of wind which are all that could be counted on, the TBF could be airborne, but it had to leave its torpedo and one-third of its gas behind. Under the same circumstances, using the catapult, the TBF carried its torpedo plus a full gas tank.

Furthermore, virtually the entire deck could be filled with airplanes waiting their turn for launching, obviating the necessity of bringing them up from the hangar deck one by one. One of the great logistic phenomena of WW II was the delivery of replenishment aircraft by the escort carriers. It couldn't have been done without catapulting the planes and utilizing the deck takeoff area to spot additional planes. The capacity of the CVE's was at least doubled with the use of the catapult.

This method of delivery was applied to Army planes by using attachable fittings for launchings. They were used first in the North African invasion when a shipload of P40's was launched off the Moroccan coast after our troops had secured an airfield.

The early arrival of large numbers of Army fighters in combat condition with guns loaded was a large factor in the success of the invasion. No laborious unloading and assembly operations were required, and the planes could have fought their way in, had the necessity arisen. The P40's couldn't even have made a deck takeoff from a CVE with the entire deck clear.

CATAPULTS played a major role in carrier night operations too. Narrow carrier decks don't permit a margin of error in directional control on the takeoff run and prompt correction

FIRST *launch of the new steam catapult at commissioning ceremonies is made by a Navy F9F-6 Cougar. Steam drifts from the catapult track as plane begins to move.*

SECNAV *for Air Smith presses the button that releases first steam catapult shot.*

was impossible on a blacked-out ship. Lights had to be used for night deck takeoffs, exposing the ship to enemy attack and interfering with the pilot's night vision. Almost all night operations are now launched by catapult. The plane doesn't swerve on the deck in the grip of the catapult, the pilot can switch to instruments with night vision unimpaired and the ship isn't lighted and exposed to attack.

With the advent of jet aircraft aboard carriers after WW II, catapults were no longer considered as auxiliary or secondary means of launching planes. The jet with its low initial thrust and high-speed takeoff characteristics required a high-speed catapult which would eliminate the dependency for launching operations upon wind over the deck.

The H8 catapult, presently used on U. S. carriers for launching jet planes, was based on known and proved principles, still incorporating the latest possible refinements of all components. As planes grew heavier and faster, a greatly accelerated program of catapult development was begun, emphasizing a large slotted-cylinder catapult.

The work of the U. S. Navy centered around the use of powder as the propulsive means, while the British Navy concentrated on the use of steam. By 1951, a Royal Navy Volunteer Reserve officer, Cdr. C. C. Mitchell, of Messrs. Brown Brothers & Co., Ltd., Edinburgh, had completed development of the British *steam slingshot.* It was installed on the HMS *Perseus* and brought to America for joint tests by the two navies. During the tests, the destroyer *Greene* supplied steam to the catapult at pressures higher than are ordinarily used in British naval practice to see if the capacity of the catapult could be increased. It was found readily adaptable to the higher pressures of U. S. ships.

In all, 140 test launchings were made from the *Perseus* using deadweights and the latest-type carrier aircraft. Trials proved the steam catapult could hurl the Navy's jet fighters into the air even when the carrier is headed downwind or alongside a dock. Capt. Sheldon W. Brown and Cdr. R. M. Tunnell of BUAER cooperated with the British in making the tests.

The decision was made in April 1952 that the steam catapult would probably be the most satisfactory type for a service catapult. Arrangements were made for the manufacturing rights to the British catapult, British drawings were obtained and redrawn to U. S. standards and modified to fit U. S. naval requirements.

CDR. MITCHELL *and Capt. Brown examine the control console of the new steam catapult.*

Approximately a year-and-a-half after that decision, the stocky, 49-year-old Colin Mitchell watched the performance of the American version of his invention. Though interested in the steam catapult since 1936, Mitchell didn't begin work on the present model until 1948. The modest Englishman says, "The sealing strip [the whole secret of the catapult] was my particular contribution."

THE INGENIOUS and simple way the sealing strip is cammed out of the piston's path and down into the sealing position was the work of many experiments and not a sudden inspiration on Mitchell's part. The water immersion of the piston spear which stops the enormous force of the catapult in five feet was the idea of an electrical engineer working with Mitchell.

For Capt. Sheldon W. Brown, who headed Ships Installation Division and saw the possibilities in the canted deck and the steam catapult for launching and landing heavier and faster jets, recognition came on 11 December 1953 when he received the Navy League Award of Merit for 1953 at New Orleans. The award was given in part also for his group's work on a stronger arresting gear for the heavier jets and an arresting barrier made of nylon.

GRAMPAW PETTIBONE

With Their 'Switches' Down

An SNB-5 departed Chincoteague on an instrument round robin training flight. Shortly after takeoff the ADF was noted to be erratic and finally, after about an hour and a half, it failed completely. Little consideration was given to this inasmuch as the ADF had been reported to be unreliable and had failed previously.

The pilots proceeded to Patuxent to make simulated GCA runs. Upon arrival attempts were made to establish radio contact with Patuxent tower on VHF and MHF, but without success. Noting that the weather at Patuxent was deteriorating, the pilots decided to proceed to Washington. Upon tuning in the Washington radio range station, it was noted that the reception of signals was very weak. Attempts to contact or tune into other range stations in the area were unsuccessful and it was finally determined that all radio gear was inoperative.

While returning to Chincoteague, the pilots noted that the oil pressure gauge had dropped to 60 pounds and the fuel quantity gauges indicated that an excessive amount of fuel was being used. At this point, the co-pilot decided there must be something a little wrong—maybe with the electrical system—but when he checked the battery switches, they were on.

The pilots after buzzing the tower at Chincoteague received a green light to land. The landing gear switch was placed in the down position, but nothing happened. The landing gear clutch was depressed, and the gear was manually lowered until the crank could not be moved any further. One throttle was retarded and the landing gear warning horn did not blow. The wheels were visually sighted. The gear warning light showed neither red nor green.

After touchdown on landing just as the pilots were congratulating each other on their astuteness in handling their emergency in such a commendable manner, the landing gear collapsed.

Grampaw Pettibone Says:

Great Balls of Fire! How fat, dumb and happy can you get? All you had to do was turn your generators *on!* I thought maybe you were gonna make it there for a minute when you checked your battery switches, but I guess that was a little too much to expect.

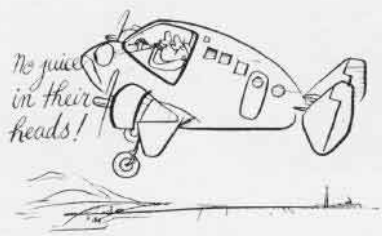
There's no doubt that many aviators have neglected to turn their generators on but fortunately most of them are able to determine their oversight "pdq". All indications pointed to voltage exhaustion, the source of which is the batteries which in turn are supported by the generators. Why such an elementary deduction could have escaped both these pilots while they played "footsie" for 2.4 hours is beyond me.

It's no wonder the landing gear warning horn didn't blow or the landing warning lights didn't register. The battery probably didn't have enough juice left in it to set off a cap pistol. The moral to this story is not to get caught out without a charge in your battery.

Granted that visual sighting of a portion of a wheel is a morale booster, it's no sure sign that your wheels are down and locked. Since these lads took off with a full load of gas, it wouldn't have taken much figuring to determine that there wasn't too big a hurry to get on the ground.

If you want to save yourself a lot of embarrassment, just be sure that you rock that hand crank a little to ensure that the landing gear clutch is seated the next time it becomes necessary to manually lower the wheels in the *Beechcraft*. If you have never manually operated the landing gear in a *Beech*, it would be a mighty good idea to get your maintenance officer to put one of his *Beechcraft* on the jacks and personnally cycle the gear so that there is no doubt in your mind about the correct procedure to use in case you ever get in the bite.

That old saying "What you don't know won't hurt you" just doesn't apply to aviators. These lads didn't know what their trouble was. Not only that—but they didn't know they didn't know.



Strike Three—You're Out

An AF-2S made a forced landing away from home because of intermittent loss of power. Maintenance personnel were sent from the squadron to correct the discrepancy. A cowl speed ring was found obstructing fuel flow into the carburetor, the backfire door was found loose, idle mixture was too rich. Discrepancies were corrected and the engine ground checked O.K.

The next day after preflight, the aircraft was test flown by another pilot. When power was reduced after takeoff, the engine began to run rough with propeller surges. An emergency landing was made and discrepancies given *verbally* to a second class mech. The pilot *believes* he told the mech of both discrepancies.

The propeller governor was changed and the same pilot test flew the plane after a satisfactory ground check. There was no propeller surge, but the engine

ran slightly rough. A climb to 1500 feet was completed and power reduced to cruise. The engine *quit* and did not restart until the prop was placed in full low pitch in the emergency approach. The pilot verbally reported all indications normal on instruments during both flights and recommended an engine change.

On the third day the supercharger drain valve was found broken and was replaced. The engine ground checked O.K. and the crew *decided* that this replacement corrected the trouble.

A third pilot test flew the aircraft for two circles of the field. He found a slight rough running range at 2400 RPM but *decided* that the aircraft was O.K. and headed for home. Five minutes later backfiring and vibration were encountered at all throttle and pitch settings and the engine finally quit. The pilot was forced to land in a pea patch and luckily escaped injury. The plane didn't make out as well.

Grampaw Pettibone Says:

Son, you were batting .000 when you came up to the plate. However, it looks like your whole team was playing against you on this one. It's just another

case where the right arm doesn't know what the left arm is doing.

Any maintenance system that doesn't require explicit written discrepancies and detailed description of work performed is all wet. It's a lead-pipe cinch that a maintenance man can't be expected to correct a verbal discrepancy incompletely given. "Engine running rough" or "Cylinder temperature too high" even when written down just isn't going to do the trick as you can plainly see.

By giving more explicit symptoms of trouble, the pilot not only helps the maintenance crew but enables the next pilot to check for these symptoms to determine if the trouble has been corrected. In this case, O&R still hasn't pinpointed the real trouble with this engine.

It's high time somebody impressed upon you test pilots that the purpose of a test hop is to see if the plane is functioning properly and to determine if the previous reported trouble has been corrected. You certainly can't do your job if you don't know what the previous trouble was.

In my book, two circles of the field certainly doesn't constitute a test hop and in this case proved a little more foolish than somewhat. That old thumb rule about staying within gliding distance of the field on a test flight isn't outdated yet, either.

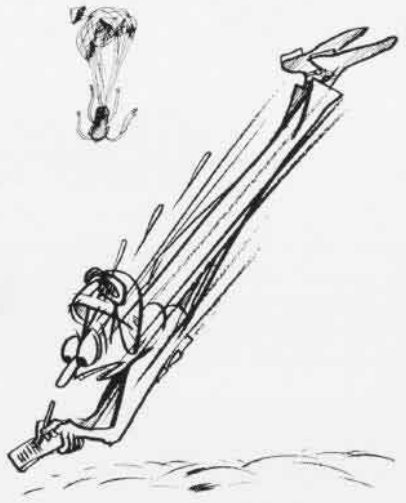
A word to the wise is usually sufficient.

Dear Grampaw Pettibone:

During recent maneuvers on a local rice plantation, I stumbled upon some debris consisting of nylon oddments, buckles and webbing. Nearby was a small pad of lined note paper covered with a fine irregular tracing which cryptographers have identified as Gregg. Transcription revealed it to be a message of which you are the addressee. The text, under an undecipherable heading, is as follows:

Grandfather Pettibone:

It is my unfortunate duty to confess and admit that you were right and I am so wrong. I am, I was, I mean I have always been a careful and deliberate aviator. I have used my check-off lists with care. I have planned my flights well, with great attention to small details. I always buckled the leg-straps of my parachute at the first hint of trouble. Today there was no hint. There was a flash and a shudder and my



beautiful aircraft was gone, demolished. Cravenly I took to the silk.

I am now at Angels 12, my parachute is at 7 o'clock high. I am not in it. Sir, this is hard to take.

If other aircraft were in sight, a report would be made that another pilot had fallen from his harness. I am alone, so the responsibility to report is mine. Other aviators must learn from my experience that a parachute should furnish service, not demand it, in time of need. There is no check-off list in an emergency.

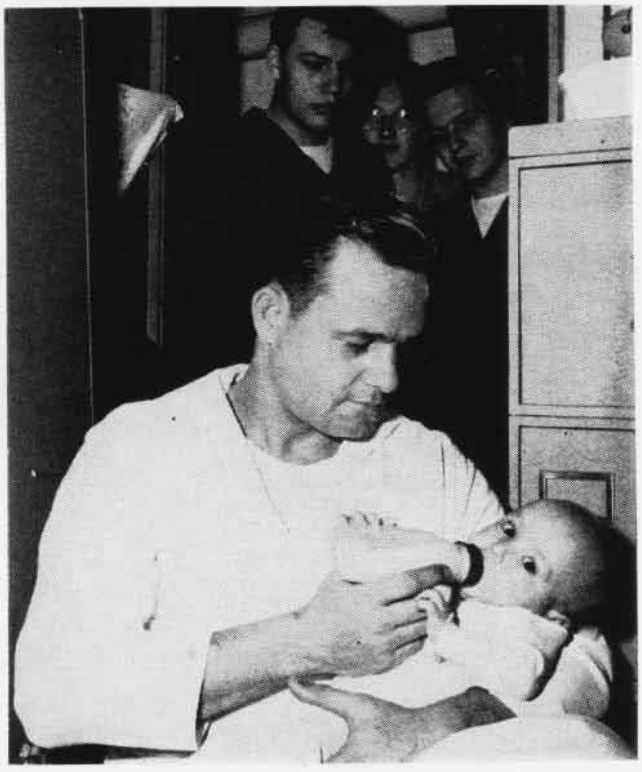
Fortunately I am expert at short-hand, indeed (if I may take the time to boast) I headed the inter-office competitions at Brelton's before I was recalled to active duty. In the few thousand feet which now remain I wish to stress the urgency of this report, so that others may be spared this embarrassment. If this should reach you, please give it the very widest publicity. I am not one to employ the superlative loosely but this is most disconcerting!

At this point the paper has been pierced and the lower portion torn away.

Grampaw Pettibone Says:

Many thanks for your interesting story. I'm right impressed with your lively imagination. It reminds me of many of the pilots' "hindsight" statements that I read—when they try to explain how an accident happened. If we could just figure out some way to harness the imagination of these same lads at a time like this and apply it to preventing accidents before they happen, we'd about have the problem licked. If anybody has any ideas along this line, I'd sure like to have them. There's little doubt that everybody, particularly the taxpayer, would be in better shape financially.

POINT CRUZ 'DIAPER' WATCH



LITTLE eight-month-old George Cruz Ascom was abandoned in Ascom City, the dispensary of the Army Service Command, halfway between Seoul and Inchon on 11 July 1953. With the shooting war only 30 minutes away, the blond, blue-eyed baby was taken to the sisters of the Star of the Sea Orphanage at Inchon.

There, in September, Navy chaplain, Lt. (jg) E. O. Riley, saw the wailing infant. He decided to bring him back to the United States for adoption. Returning to his ship, the carrier *Point Cruz,* the chaplain went into conference with the skipper, Capt. J. T. Hayward. His orders to the chaplain were: "You are not to return to this vessel until you have procured that baby from the orphanage."

From Inchon to Seoul, to Pusan, to Seoul and back to Pusan, Chaplain Riley travelled, fighting, arguing, backing down and pleading. With a visa, passport and a quota number, he finally returned to Inchon to take the baby from the home and return home with him to America.

Meanwhile, the *Consolation* anchored at Inchon Harbor. One of the doctors, Lt. H. C. Keenan, saw the baby at the orphanage and returned to his ship with an intense desire to take the child to America.

When Father Riley returned to Inchon, he had a request that the *Consolation's* doctors perform the medical examination required for the baby. Meeting him on the *Consolation's* gangway was Lt. Keenan, an old acquaintance, ready to give the baby his examination and more—a home with him and his wife.

In November, Chaplain Riley and the baby flew from Korea to NAF OPPAMA in Japan. There George was officially introduced to the crew of the *Point Cruz* with whom he was going to stay for nine days. With 2,000 sailors in blue uniforms and white hats lining the rail, the baby was carried aboard with all the pomp and ceremony possible.

There he was placed in a nursery which had been prepared by the ship's hospital corpsmen.

A diaper on the door announced that this was the room of George Cruz Ascom. George's diaper changes were handled by two old masters, John F. Peters, HM1, and Norman J. Van Sloun, HM3, both of them fathers.

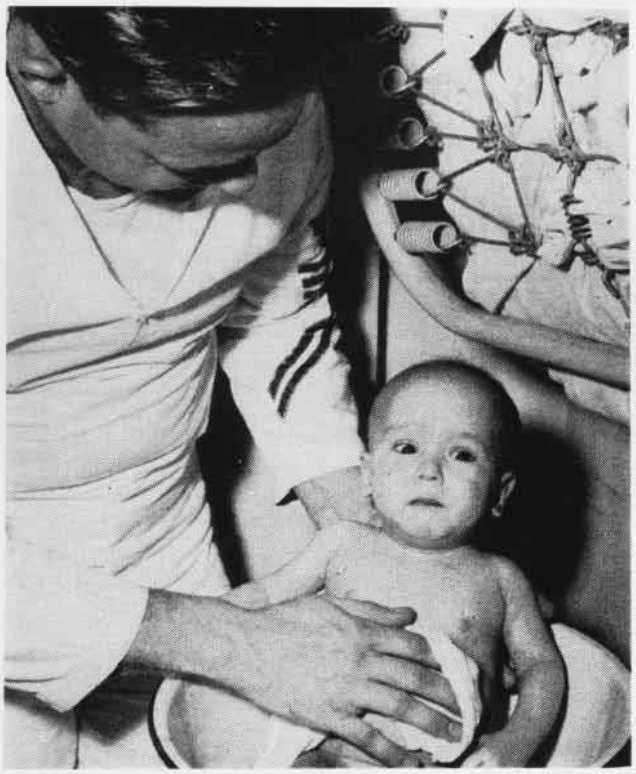
Listless and underweight when he first went aboard the carrier, George gained quickly and was soon crawling around his crib, eager to play with brightly-colored Japanese toys scattered all over the sea-going nursery. The crib was a special order, built by the ship's carpenters and finished in a satin-smooth blue.

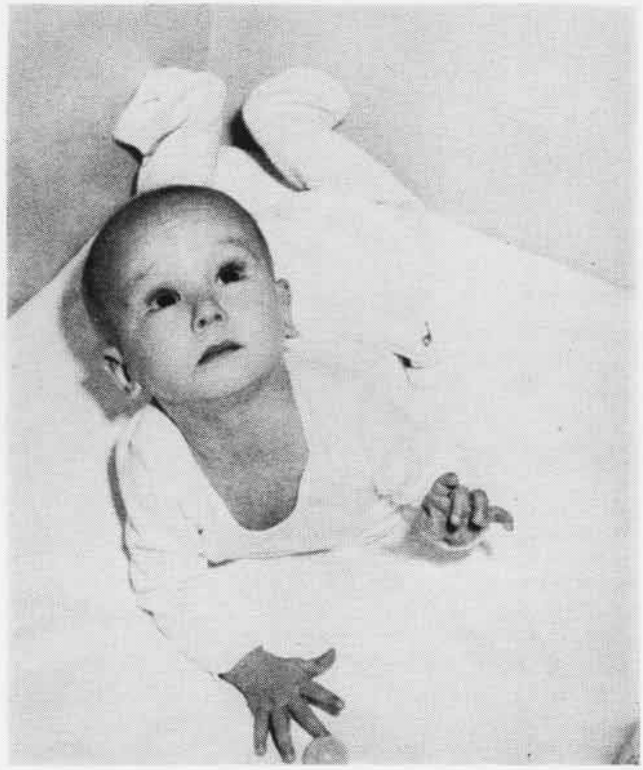
The infant was given American baby food and proved he liked it by gaining a half-pound in the first four days.

The end of the story for the Point Cruz crewmen, but the beginning of a new story for the baby, was written nine days later. While six sideboys and the officer of the deck saluted, the boatswain's mate of the watch piped George over the side with Peters carrying him.

Later, George and his guardian, Chaplain Riley, went aboard the MSTS ship USNS *General Gaffey* which was leaving for Seattle.

This warm, human, typically American, typically Navy story, which began in the dust-laden, war-torn streets of Inchon, was made possible with two naval officers, a ship, a baby and a dream. If it hadn't occurred, George might have remained at the orphanage, destined to live or die as his spirit floundered in a wooden Korean cradle.





In the picture on the opposite page he is sampling his favorite . . . applesauce, offered by Van Sloun.

In the next picture, crew members sneak a look into the nursery as George tries out a bottle of warm milk, assisted by Peters. So that all could see, "Babysan will be on the hangar deck from 1400 to 1430" was passed daily over the ship's public address system.

In the next photo, Peters acts in the line of duty with a regular bath for George who evidently doesn't see eye-to-eye with the idea. A more comfortable bathinet, replacing the Navy-issue porcelain pan, awaits George at his new home with his foster parents, the Keenans.

Crawling around his crib, George reaches for the brightly-colored rattle not shown in the picture, at the right.

HIS FUTURE *uncertain, George looks unhappy as Capt. Hayward welcomes him and the chaplain aboard the Point Cruz.*

RELIGION WAS HIS REFUGE FOR 33 MONTHS

LOOKING *fit, Bagwell arrives at NARTU for refresher course. Driver is A. O. Tyson.*

AT FREEDOM *Village, Army Sgt. Manka, Marine Capt. R. C. Gray, Jr., Cdr. Ralph Bagwell and Army Sgt. Griffiths head for a shower during processing following release.*

THE REASONS why some men broke as prisoners of war and others stood up under the worst the Communists handed out will be debated for years. However, Cdr. Ralph Bagwell who spent 33 months in Red prison camps probably furnished one answer in a speech he made to some 300 pilots of Fleet Air and NAS JACKSONVILLE.

"Barefooted . . . we were forced to march 150 miles in eight days with temperatures as low as 40° below zero." For 90 minutes the soft-spoken ex-POW told how both Chinese and North Koreans inflicted atrocities on Allied and U. S. prisoners in efforts to gain security information.

Bagwell, CO of VA-35 operating off the *Leyte*, was on his 28th mission when he was forced to crash land his AD-4 *Skyraider* behind enemy lines after encountering a cable stretched between two mountains by Red forces to down U. S. and Allied aircraft.

"I began to pray immediately after the crash. Gas tanks might explode any moment. Some 20 minutes passed before I finally freed myself from the cockpit. God was never more real."

About 40 North Korean soldiers surrounded him and he began his 33 months of captivity. He was thrown in with about 50 Army men. Some of the prisoners' shoes and nearly 50 per cent of all clothing were removed prior to marching about 25 miles a day.

After eight days, they reached Pyokdong. The prisoners were covered with lice from the moment they entered the North Korean area until two years later when they were sprayed with DDT in quantities to kill them.

The prisoners were housed in mudrock constructed rooms, eight feet square with 12 POW's to each room. Later, Bagwell was allotted a space 23 inches wide and six feet long which was considered more than adequate by the Reds. After issuing the prisoners a pair of poor quality tennis shoes and light clothing, the "round-the-clock" political indoctrination began. The interrogators' huts were literally death houses. Prisoners were tortured until they talked or often they didn't return. Many were thrown in solitary confinement throughout their captivity.

DURING THE first 18 months, the Reds used every means in their power to convert the prisoners to Communism. Many men tried to escape, but Bagwell believes no POW from his group ever reached American lines. Those who managed to get free from the compound were soon recaptured in local areas. There was little use in lying because, if the Reds wanted to know something, they usually found out one way or the other. However, if the lies sounded plausible enough, they sometimes accepted them as being true.

In 1951 about 60 percent of all officers died due to malnutrition, lack of medical facilities or the extreme cold weather. Medical authorities reported later that cold weather probably kept gangrene from entering the wounds of many men. Not even a bandage was available.

Many men died because of their poor physical condition. Bagwell stressed the importance of good physical condition while operating over enemy lines.

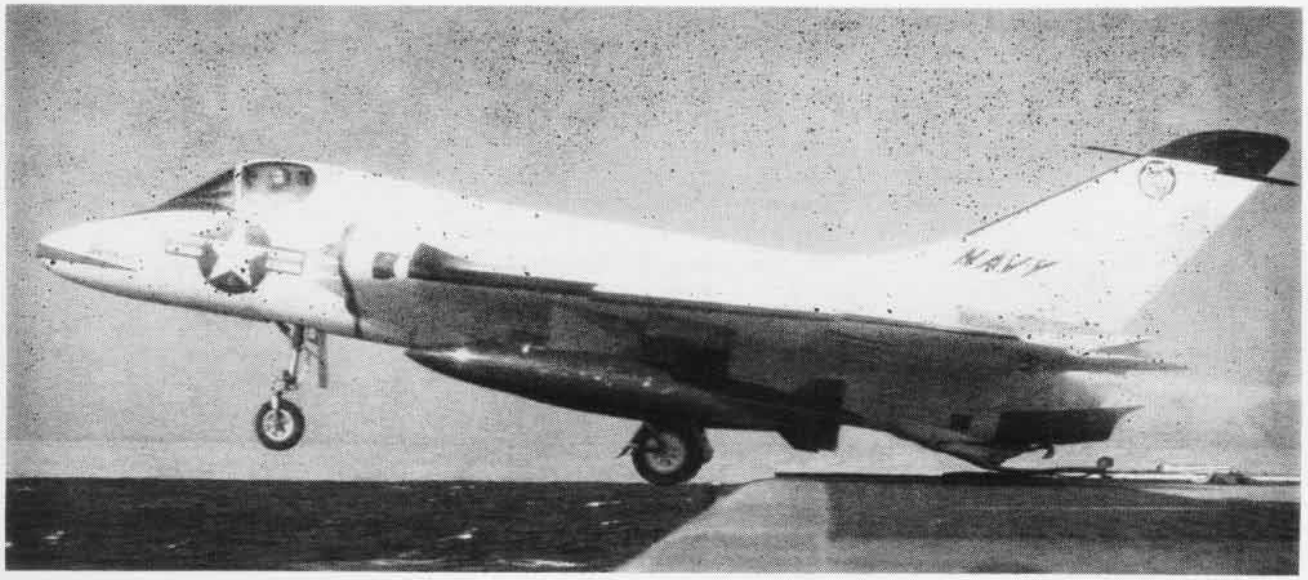
"A lot of men gave up. There was a very low morale in our group during these times. Only my faith in God kept me moving from day to day."

Bagwell lost 70 pounds as a POW. During the first eight months, his food consisted of cracked corn boiled without salt or millet twice a day. In the summer of 1951 the POW's received some green vegetables, but they were rotten because of the time required for overland transportation.

Bagwell says that among the Communists there is little if any freedom of anything, especially of religion.

"I lost my Bible in the crash, but through the grace of God I was given a water-soaked testament by a small Korean waif. Its contents were my most valued possession. God was my refuge all the way. Only through faith in Him am I here today."

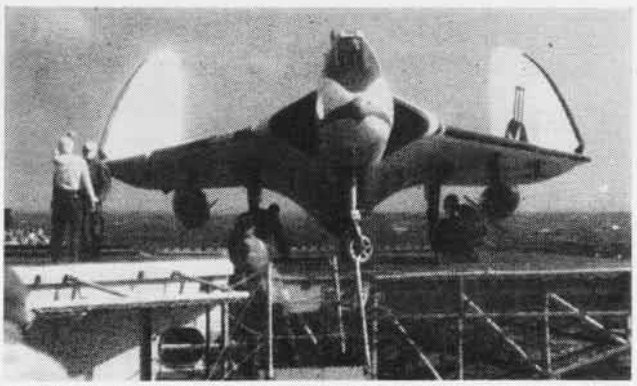
Cdr. Bagwell has reported to NARTU JACKSONVILLE for a refresher.



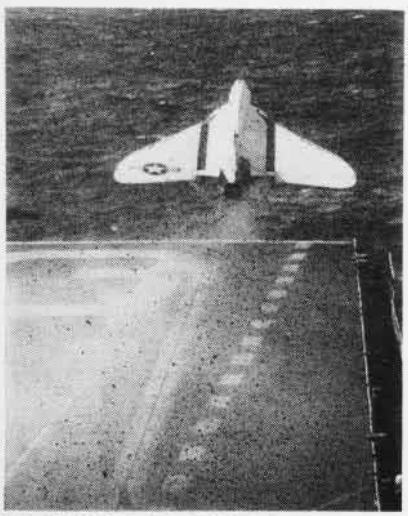
F4D MAKES CARRIER EVALUATION TESTS

THE BAT-LIKE *Skyray* F4D has undergone its carrier evaluation tests aboard the *Coral Sea* off Norfolk, Virginia. The tests included catapult takeoffs under varying weights, touch and go landings, arrested landings and many other tests such as handling and moving the plane around the flight deck, moving and storage of the plane on the hangar deck and the plane's general suitability to fast carrier operational work.

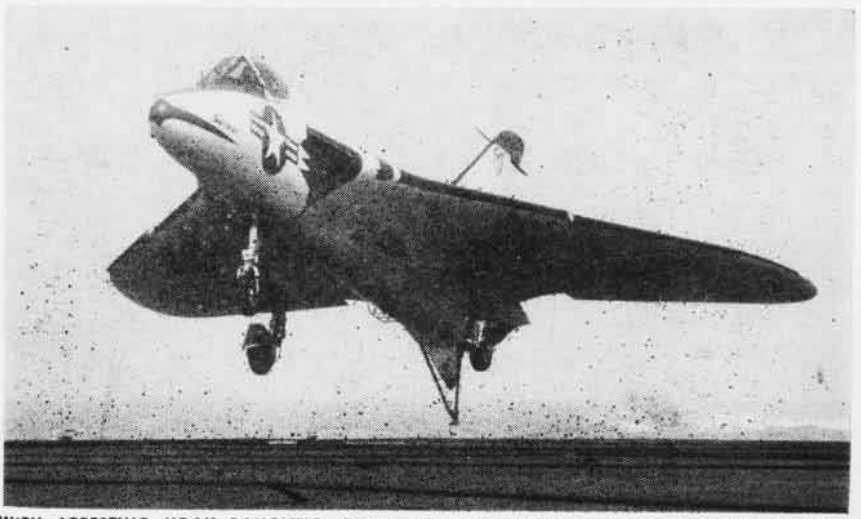
The carrier-based interceptor was flown during the tests by LCdr. James Verdin who set a speed record with the *Skyray* and Cdr. Marshall U. Beebe, director of the Flight Test Division at NATC PATUXENT RIVER. The plane was powered by a J-40 jet engine with afterburner, the same engine used during the speed record runs. The F4D is now in production at Douglas Aircraft Company.



THE F4D IS BROUGHT TOPSIDE PRIOR TO BEGINNING OF THE TESTS



IT'S OFF OVER THE OCEAN AS TESTS BEGIN



WITH ARRESTING HOOK DANGLING, F4D SETTLES TO FLIGHT DECK FOR ARRESTED LANDING

10,000 Miles, No Accidents

Elected to Two-Million-Miler Club

NAS CORPUS CHRISTI — When LCdr. M. A. Renner set the R5D on the landing strip at Corpus Christi recently, he completed 10,000 accident-free flying hours. This landing also marked almost one entire year of time spent in the air flying naval aircraft. His CO, Cdr. I. L. Jones, commended him on his having become a member of the select "Two-Million-Miler-Club."

Now assigned to ACTRU as assistant operations officer and chief flight instructor in the training program for pilots of the R5D *Skymaster*, Renner first enlisted in the Navy in 1932 and later received his flight training at Pensacola.

Since receiving his designation as Naval Aviation Pilot in 1937, he has served with PatWing-2 at Coco Solo, with VJ-2 at San Diego, and as electronic project test pilot at NAS PATUXENT RIVER. As a ferry pilot with VR-32, he flew almost every type of aircraft the Navy owned. LCdr. Renner's most interesting assignment in his long career was as plane commander for the aircraft carrying Fleet Admiral W. F. Halsey on his good will tour of South America.

Emergency Landing Made

SecNav Watches as Lt. Lands Plane

NAS KWAJELEIN—Lt. C. O. Taylor of VR-5 made an emergency landing in a DC6-B transport with 65 passengers aboard recently at NAS KWAJALEIN while Secretary of the Navy, Robert B. Anderson watched from the sidelines.

Developing hydraulic trouble in flight, the transport circled the field for 45 minutes before the landing attempt was made. Then, using reversible pitch to maintain directional and braking control, Lt. Taylor set the plane down using only 65% of the available runway space.

SecNav, who had delayed his departure four hours to watch the landing, gave Taylor a personal commendation to which Taylor replied, "It's only part of the job we're trained for, sir."

Co-piloted by Lt. V. Ciungan, the 65 passengers aboard were the largest number ever to be flown into the tiny Pacific atoll.

VA-35 Gets 16 New AD-6's

Dellinger Delivers the First Plane

NAS CECIL FIELD—When Lt. (jg) Chesley Y. Dellinger unhooked his safety harness and stepped down from the plane he had just landed at NAS CECIL FIELD, he marked the beginning of a new era for Attack Squadron 35.

Delivering the first of 16 new AD-6's assigned to VA-35, he put the squadron on the list as being a "first," the first unit to be outfitted with this latest type of the battle-tested attack bomber.

The new AD-6's will replace the old AD-4 which the squadron had previously flown. Because the plane incorporates a new tail hook design, a better system of cockpit lighting, new electronic navigation equipment and improved protective armor plate, the men of VA-35 anticipate the opportunity of "wringing out" the new plane in carrier cruises in the near future.

THE P2V, *which holds the world's long-distance flying record of 11,238 miles, now enters the speed ranks by adding two jet engines in pods under its wings, a la Boeing bombers. Two Westinghouse J-34 jets are shown carrying the load while the props on Neptune's regular turbo-compound engines are feathered. The jets will up the P2V's speed.*

LATEST *of the nation's research aircraft to be unveiled is the Douglas X-3 "Stiletto," sponsored jointly by Navy, Air Force and NACA for extreme high speeds and altitudes. Slightly heavier than an R4D, its wing-span is less than that of an R4D's tail—22'. It is 66 feet long. Carries 1200 pounds of instruments. Two jets power it.*

King Paul Fulfills a Wish

Lt. Schexnayder King Paul's Guest

NAS CECIL FIELD—Nearly four years ago in Athens, a Navy lieutenant stood before King Paul of Greece and received that country's highest flying award, the Air Cross, for training pilots of the Greek Royal Air Force during the fight against communist guerillas.

At the time of the presentation, King Paul stated, "I hope I have the opportunity and the honor at some future day to go to the United States and say 'thank you' officially and in person."

His wish was fulfilled during his recent visit to Houston, when that Navy lieutenant, Robert Schexnayder of VF-34, flew there from Cecil Field to meet the King.

At their meeting in Houston, Lt. Schexnayder chatted amiably with King Paul at a barbecue given by Houston citizens. The King expressed his pleasure on meeting the flyer again, commenting on the great distance he had traveled from Florida to see him.

GRAMP'S CHAMP *is the Panther jet that flew in the first and last strikes against the Reds in Korea. Ens. J. B. Barnes, of VF-52 piloted the plane on her final combat mission from the flight deck of the Boxer.*

VF-31 Is All-Weather Unit

'One of its Kind' on the East Coast

NAS KEY WEST—Crewmen and pilots of VF-31 are boasting a new "first" around the Jacksonville area.

Flying F2H-3 *Banshees,* the squadron was the first fighter unit to train under the new all weather training program sponsored by the Atlantic Fleet's, Fleet All Weather Training Unit.

The squadron spent four weeks of intensive study for conversion from a fighter squadron to an all weather unit. VF-31 is the first fighter squadron to be so designated in the Jacksonville area. The mission of the school is to train carrier pilots to track down and score "enemy kills" with the aid of a radar ground control interceptor and aircraft radar.

As part of the curriculum, pilots would be pre-warned of "enemy" aircraft approaching by means of the GCI which is about twice as powerful as that used during WW II.

GCI "homes" the VF-31 pilots to within a certain range of the "enemy"; then the F2H-3's radar scope picks him up, and from that point on, it is up to the pilot to score his "kill".

"The 30-day all weather training period proved highly beneficial to our squadron and should be a 'must' for every all-weather squadron," stated LCdr. Paul Schlegel, CO of VF-31.

NEW EXPOSURE SUIT SAVES FLIERS

ANYONE who has spent a winter along the New England coast knows that the coastal waters are frigid enough to kill a man. Early in December, two Navy fliers were downed in Long Island Sound and underwent a 13-hour ordeal on a bobbing liferaft waiting for rescue. Thanks to the new Mk 4 exposure suits, they are still alive today.

On a routine training flight in a Grumman *Guardian* from NAS QUONSET POINT, ENS. James Shapiro of VS-24 and D. E. Sockman, AM1, were forced to ditch their plane after the engine failed. The pilot of a second plane along on the flight saw the plane go down and spotted flares the two were sending up. He radioed a message to the CAA at La Guardia Field.

An intensive air-sea search was begun by three Navy planes from Quonset and two Coast Guard planes from Salem and New York. The air search was abandoned about midnight because of a dense fog which covered the sound. However, some of the larger vessels remained in the search. Flares were seen throughout the night, but the fog prevented sighting the two men on the life raft.

Early the next morning, 12 squadron mates from VS-24 were sent out from Quonset to look for the raft. It was sighted by G. L. Connolly, AN, in a plane piloted by Ens. R. H. Bishop, Jr.

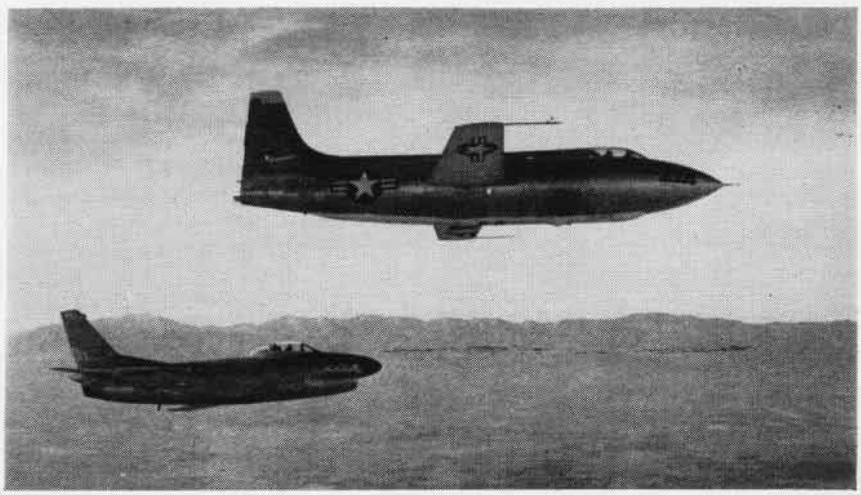
The two downed airmen had spread green dye over the water to make the raft easier to see from the air. The location was radioed to a Coast Guard amphibian plane from NAS NEW YORK and Shapiro's squadron mates circled the area to draw the plane to the scene.

Taken from the raft and flown to NAS NEW YORK, the two airmen were uninjured but suffering slightly from exposure. Lt. John Bryan, MC, said, "Except for the Navy exposure suits, they probably wouldn't be here now."

The story of the exposure suits which are now being distributed to aviation units throughout the Navy brings home the fact that while the United States is developing weapons of destruction, as much time and effort is being expended on providing equipment for survival. The all-out air-sea search shows that Americans still feel no price is too high when a human life is in peril.

● VF-32—This squadron is the first operational F9F-6 *Cougar* jet squadron to land aboard a carrier. LCdr. Mal Bell led his outfit aboard the *Wasp* off Mayport, Fla. Since they switched to swept-wing jets, VF-32 pilots have won 14 individual E's.

● USS KEARSARGE—The British Crown Colony of Hong Kong received another visit from this carrier which is now on her second tour of duty in the Far East.



ESCORTED *by a Sabre jet, the Bell X-1A flies above Edwards AFB during a test prior to its record-smashing flight of more than 1600 mph. The rocket-powered research plane has the general contour of a .50-caliber bullet with the exception of a slight "step" made by the cockpit cowling. The X-1A is 35' 7" long, 10' 8" high and has a wing span of 28'. Fully fueled for launching it weighs over 16,000 pounds.*

NAVY'S OUTPOST IN SOUTHEAST ASIA

VP-48 MARINER *is pulled from Canacao Bay for routine repair in FASRON-119 shops at U. S. Naval Station Sangley Point in the Philippines. This Navy outpost in southeast Asia is across the bay from the old Navy Yard at historic Cavite Point.*

MANILA, Pearl of the Orient, and the sunsets over its great bay have been the subject of poets' pens for the past 500 years or so. Put yourself in this setting. Hold up your left hand. Your index finger would locate Sangley Point. Your thumb would indicate Cavite, 10 miles to the southwest of Manila.

Cavite is now a Philippine Navy operating base. Sangley Point is a U. S. naval station which provides facilities to support fleet reconnaissance, ASW, VR and utility aircraft in addition to furnishing support to the Commander U. S. Naval Forces, Philippines, and ships of the Seventh Fleet.

A local legend dates Sangley Point's name back to 1574 when some Chinese pirates retired to this point to lick their wounds after a defeat by the Filipinos. Deciding that peaceful tactics might prove more fruitful, the pirates turned merchant and established friendly relations. They called the point "Shang Lay". This sounded like "Sang Lee" to the Spaniards, so "Shang Lay" has been "Sangley" ever since.

The polluted waters of Canacao Bay separate Sangley and Cavite. Here Admiral Dewey destroyed the Spanish Squadron in 1898. Dewey steamed in past Corregidor before sunrise on an easterly course for Manila. From there he struck the Spaniards hard and put them practically out of commission in Canacao Bay. He turned on a southerly course heading directly towards the Spanish Squadron at Cavite. Within 1500 yards of them, he changed course to the west, then easterly twice, while blowing them up.

American arms were again tested in this area in 1941 and the following years. The feats of valor are uncounted, but victory over the Japanese did not come until 1945.

RADM. RICHARD H. Cruzen, COM NAV PHIL, makes his headquarters at USNS SANGLEY POINT. He is recognized as the leading military diplomat in Southeast Asia. His command has close contact with the Australians, Indonesians, British in Malaya and Hong Kong, Burmese, Thailanders, French in IndoChina, Free Chinese of Formosa as well as his hosts, the Filipinos.

USNS SANGLEY POINT is small, being only a mile and six-tenths long by three-tenths of a mile wide. Its 8,000 foot runway, almost constant good weather, and lack of obstructions within 30 miles makes electronic approach aids unnecessary, and flying a dream. FASRON 119, the Formosa Patrol Squadron, a FlogWing detachment, U. S. Coast Guard SAR unit, and some other smaller flight activities are based here. The only times these outfits encounter IFR at their home station is while a rain squall is passing. That seldom lasts longer than 15 or 20 minutes.

On the subject of weather, it does get *hot* and it does get wet at Sangley. The wet season starts in May. April and May are the hottest months with the temperature rarely going below 92 or above 95. It rained about 36½ inches there in '52, and about 20 inches were recorded in '53. This is considerably less than in some other parts of the islands.

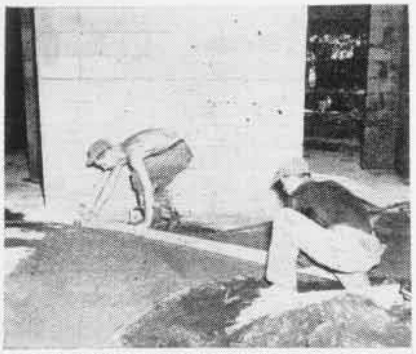
During the past year, local citizens in Cavite have constructed enough suitable housing so dependents have been able to travel out concurrently with husbands ordered to duty at Sangley Point. As an indication of what this means, population at the dependent's school a year and a half ago was 70. It is now 400.

MOST NAVY families depend upon the base's commissary and Navy exchange for their foodstuffs and other necessities of life. Very tight controls are placed on these activities to prevent black marketeering, and to keep their services going to those for whom they are intended. The station has one more policy committee than is necessary on most stations. The Navy Exchange Review Board checks the monthly purchases of all exchange customers to detect and control any black market operations.

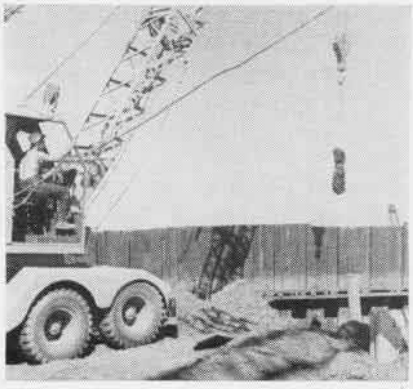
Health and sanitation of the naval station is complicated by the proximity of the city of Cavite and the surrounding waters of Canacao and Manila Bays. Inadequate sanitation facilities there have contaminated the waters to such an extent that swimming is out of the question, and even fishing in some parts is prohibited for health reasons. The Navy is attempting to help improve the health situation in neighboring Cavite City.

COMNAVPHIL, *RAdm. R. H. Cruzen and visiting Congressman try out general mess.*

SEABEES *prepare masonry for the new dependent housing project at Sangley Point.*



CONSTRUCTIONMEN *level the concrete floor of Sangley's dependent housing unit.*



UNEXPLODED *WW II bomb is gingerly hoisted while building new seaplane ramp.*

GOOD FRESH water used at USNS SANGLEY POINT comes from seven wells on the point. Fresh water is stored in tanks, but occasionally during the dry season when the water table on the Point drops, water hours are necessary.

According to Capt. Frank F. Gill, CO at Sangley Point, "The Point, from the standpoint of shrubs and trees, is the nearest thing to San Francisco's Golden Gate Park west of Mile Rock."

About half the station is covered with trees of all varieties including a great many mangos. Last year the station harvested over 1000 mangos which were distributed equally to all who were interested. Papayas and avacados also grow in abundance on the station. There are many colorful flowers growing on the point, but they lack the fragrance of the varieties found on Oahu or Hawaii.

Surface vessels as well as aircraft are being operated from the naval station. In fact, there are about 50 including tug boats, water barges, small oil tankers and cargo ships.

One of the station's more important departments is Supply, since the station itself is a support organization. The aircraft and surface cargo rates into the station have been on a gradual increase. Sangley Point fills stock requisitions for naval activities all over southeast Asia at a rate of about 10,000 per month.

The life of a naval officer at Sangley Point can be extremely complicated, but it can also be fascinating.

CAPT. GILL has this to say about it. "The Filipinos are a great people. If they want to make use of any time I may have to spare for civic, charity or social events I don't refuse them."

"Sometimes this is a lot of fun. Recently I was invited to participate in a 'Rigadoon' which is a stately Spanish version of the Virginia Reel. Thirty couples participate in a square. Male participants are supposed to be the tall, stately diplomat types, but when they ran out of these they called in the reserves from the bench. I was in.

"I actually ended up in an important center position with a beautiful lady as my partner. Although I had great difficulty in avoiding her skirts, I managed to get through without tripping anyone else, or even myself."

CDR. WHITE *of the U. S. Naval Station Sangley Point's school board and the station commanding officer, Capt. Frank F. Gill, chat with some of the teachers and kids.*

Come on, Fellows, Give up

Persuasion on Guam WW II Holdouts

Almost eight years after the end of WW II, the Navy will again attempt to induce the Japanese holdouts on Guam to surrender as their countrymen did.

Making a hedge-hopping flight over the jungles of Guam, a Navy plane recently dropped 12,000 pamphlets urging the ten or more former Japanese soldiers believed straggling through that area, to surrender. The pamphlets stressed the fact that those who surrender will have a happy return to Japan, their families and loved ones. The flight made is in conjunction with three search parties composed of Guam government personnel, Guam police, naval representatives from ComNavMar and local press officials.

Each party headed for sectors in which evidence of the nomad Japanese occupancy had been discovered. They left plastic sealed packets containing Japanese newspapers, letters, photos of present day Japan and similar material in strategic places, hoping to induce the vagrants' surrender.

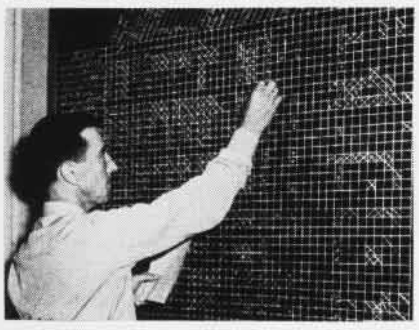
Pilot Board Gives Status

ZP-4 Lists All Their Qualifications

ZP-4, WEEKSVILLE—Squadron skippers are always asking questions which the flight officer does not know, so Lt. (jg) G. G. Brooker devised an information board which "tells all" on short notice.

The board shows all pilots' names down the left side and all qualifications across the top side. These include LTA and HTA capabilities, CAC flight time on a monthly basis of total hours, night time, instrument time and other items.

Thus, with one glance, the flight officer can tell what the squadron pilots know and when they received their qualifications in each phase.



BROOKER CHECKS PILOT'S DATA IN SQUARE

THIRTY *years ago RAdm. Osborne B. Hardison, ComFair Jacksonville, set a world's record for seaplanes in a PN-7 by flying 68.4 mph with 4,409 pounds load. He took time out recently to fly five times as fast in one of VF-11's F3D's with LCdr. Larry Flint, skipper of the Red Rippers.*

WHEN ROBERT *Landress, AD1, plane captain of an F9F-6, noticed the two pilots from VF-173 at NAS Jacksonville were named Lt. (jg) Millard Ball and Ens. Ted Cann, he had a natural for a name for the plane. He just painted "Cann 'n Ball Express" on the fuselage and the name just fit.*

FAWTULant Now All Jets

Banshees Replace Hellcats in Swap

NAS KEY WEST—The transition from piston-engined aircraft to that of the swifter jets, has overtaken the Fleet All Weather Training Unit, Atlantic, at Key West.

Modern F2H-4 *Banshee* fighters have replaced the last of the famous Grumman F6F *Hellcats* which have been seen in and around the skies off Key West for the past five years.

After FAWTU was formed in 1948, the *Hellcat* became a familiar sight in that area for they were put to use as training aircraft for the weather unit stationed there.

To commemorate the departure of the *Hellcat,* a cake was presented by ADC H. L. Gould to Lts. R. T. Higgins, W. P. Mills, J. K. Norrie and H. Frost, who ferried the last F6F aircraft out of Key West naval air station.

Civilian Cited for Rescue

Drags Navy Pilot Hill From Cutlass

NAS NORFOLK—Bruce Davenport is the proud possessor of a plaque presented to him by VAdm. J. J. Ballentine, ComAirLant, for heroism when he helped rescue a pilot from a crashed *Cutlass.*

At the time of the crash, Davenport and several other civilian construction workers were standing near their asphalt truck watching the Navy's famed *Skyray* and other jet aircraft land.

After the *Skyray* landed, a *Cutlass* piloted by LCdr. J. S. Hill went out of control as it came in for a landing. The plane struck the runway, exploding two tires, and swerved into a grassy field where it struck the contractor's truck injuring four workmen.

Davenport escaped injury by diving under the truck, but another worker, Frank Harris, died as a result of burns he received. Davenport extinguished the flames on Harris' clothes with his coat, then raced to the burning plane and helped Hill as he crawled to safety.

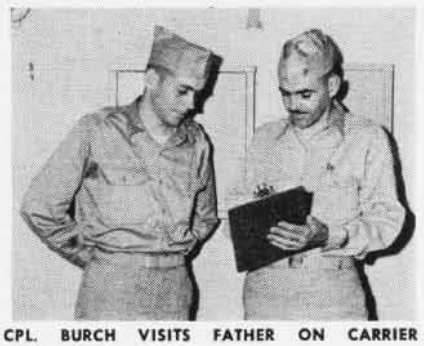
Soldier Has Leave on CV

Visits Father Aboard Lake Champlain

COMNAVFE—Who ever heard of spending your rest and recreation leave aboard an aircraft carrier?

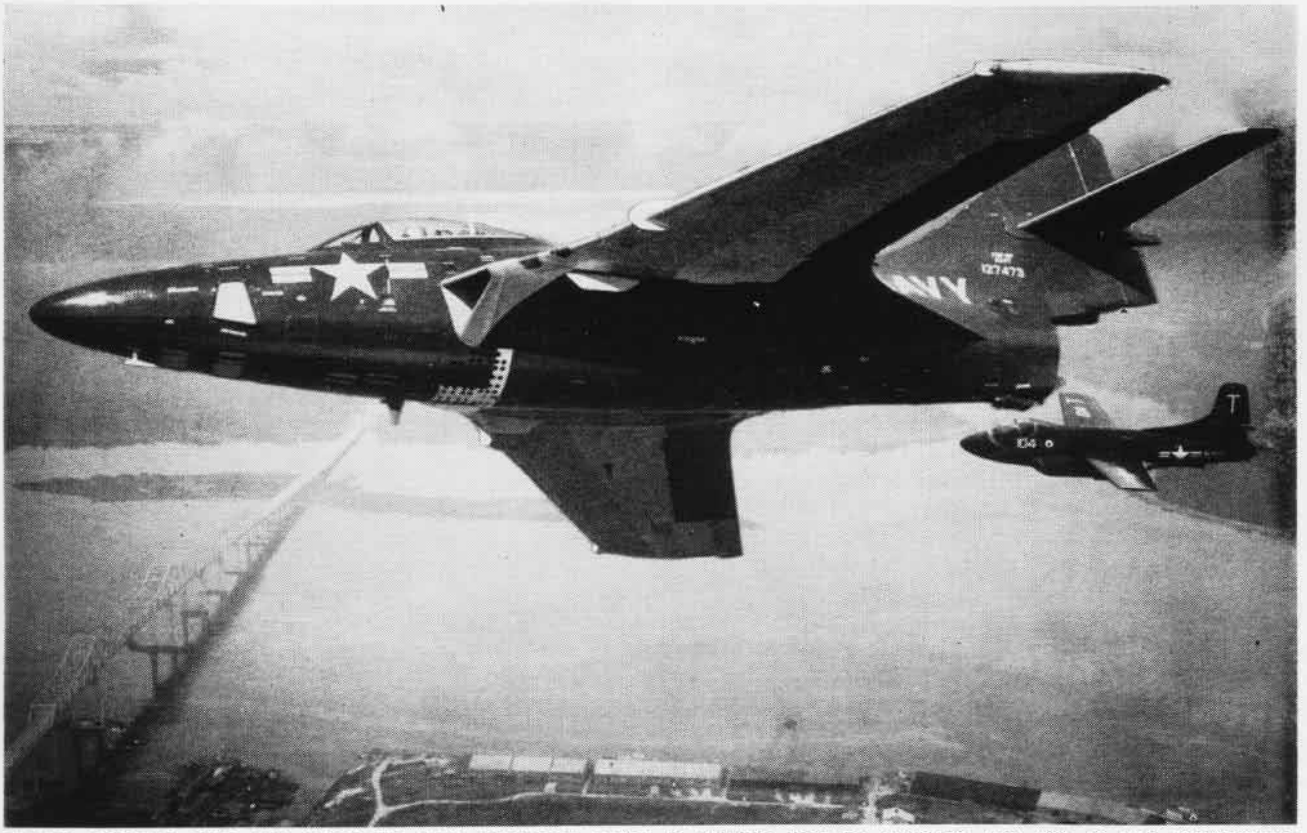
There's an army corporal, however, who did just that. He was Cpl. Joseph E. Burch, whose father was a chief electronics technician aboard the carrier *Lake Champlain.* They hadn't seen each other for a year until Capt. Leonard B. Southerland, the skipper, and Army authorities made the reunion possible.

Young Burch had 15 days leave coming from his army post in Korea. He traveled by jeep, train, bus, plane and ship to reach his father aboard the carrier. While aboard he berthed in the CPO quarters and ate in their mess.



CPL. BURCH VISITS FATHER ON CARRIER

THE BIG TRANSITION HAS ITS PROBLEMS



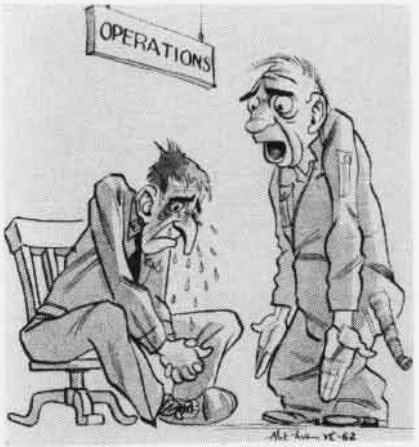
TRAFFIC CROSSING OVER AND UNDER THE NEW ARLINGTON BRIDGE IS GETTING USED TO COUGARS AND JETS AT NAS JACKSONVILLE

FOR OVER two years, VC-62 at COMFAIR JACKSONVILLE had been flying F2H-2P's and the pilots had grown mighty fond of them. Now the dispatch in the skipper's hand said, "Accept for service F9F-6P BuNo 128307 ready NAS QUONSET POINT . . ."

Cdr. Noel R. Bacon, CO of VC-62, fumed for a few moments, thinking of the *Banshee's* endurance at low altitude and the easy accessibility of the photo compartment. Of course, there was some consolation too. The *Cougars* would be fresh out of the Grumman plant, still on the first page of their logbooks. Then there was the speed factor, so important to the photo reconnaissance pilot. With its higher Mach number, swept wings and flaperons the *Cougar* could provide it.

Lt. David E. Scherrer was selected as the first pilot to fly the new plane. He was briefed by VF-174 pilots who had been flying the *Cougar* for several months, given a test on the handbook and a cockpit checkout. He flew two hops and the next morning rode the back seat of a TV-2 to Quonset to pick up the new VC-62 plane.

As Scherrer's ETA at Jax approached, squadron pilots lined the windows in the ready room. A few false alarms by VF-174 *Cougars* and then Scherrer touched down in a new *Cougar* with no squadron markings.

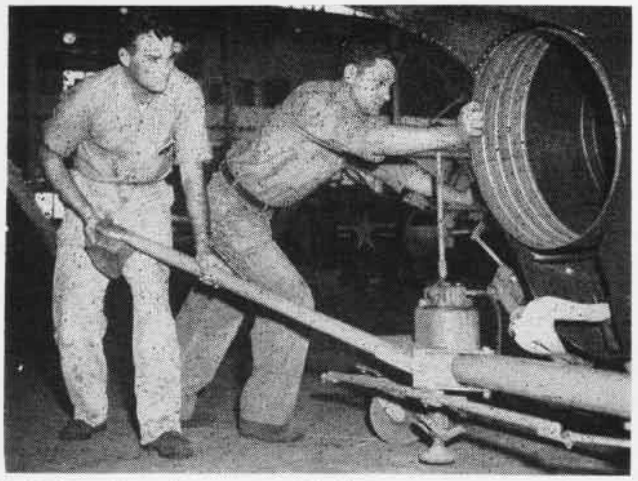


"OH, STOP BEING SO DRAMATIC! THE WINGS WAS BENT WHEN IT GOT HERE!"

Parked, it presented quite a contrast to the *Banshees* on either side. New paint, swept wings, high nose, single engine, *swept wings*, no tip tanks, low tail and *swept wings* were pointed out. And, it even smelled new.

As Cdr. Bacon greeted Scherrer, the pilots looked for steps to peek at the cockpit and camera controls. The mechs crawled under the wings, looking for tie-down rings and the pitot-tube. Photo mates swarmed over the nose, looking in through the optical flat-glass windows at the camera bays. Finally, J. D. Sturgill, PH1, got the bay door open for a better look.

Lt. Ray Black, VC-62 Maintenance officer, watched his crew, thinking it would be a big job getting all of them indoctrinated and how he'd now have to be an authority on four types of planes. Next day he sent several plane captains to VF-174 to learn how to service and secure the new *Cougar*.



PLACING *tail section on a tail-jack, V. C. Carnazza and A. J. Ferranti, AD1's, prepare to make acceptance check on Cougar.*

FIRST *problem is how to tie down plane. A. J. Burmann, ADAN, makes sure Wright, Brandana, Johnson and Canfield get the word.*

THE WORK was really beginning in earnest. The exec, LCdr. Howard Skidmore, was checked out at VF-174 and headed for Quonset to bring the second plane home.

Nine men attended a 60-hour course at nearby NAS CECIL FIELD on the F9F-5 and -6 mobile maintenance trainer. Following the first group, the squadron received a quota of nine men every two weeks. Lt. Black scheduled his mechs, electricians and tin-benders for the course until all of the maintenance men had completed it, including himself.

A priority for check-out in the *Cougar* was set up with Cdr. Bacon first, then the LSO's, Lt. C. V. Merrell and Lt. J. O. Mills, "so they'd know what they were waving." The maintenance pilots, Lt. P. T. Dietz and Lt. L. E. Newbry, followed and then came the pilots who would probably make up the first *Cougar* detachment.

The pilots attended a two-day concentrated course at Cecil Field covering the engine, hydraulics, electrical and pressurization systems. After they saw the workings of a J48-P-8 engine and airstart system with emergency igniters, they weren't so sure they needed two engines as they had on the *Banshees*.

They learned that the *Cougar* has two ways of arming the ejection seat. There seemed to be an emergency system or air bottle for everything that might go wrong. The *Cougar* is built with safety devices on top of safety devices. By the end of the second day at NAS CECIL FIELD, most of their qualms were gone and they were ready to start piling up hours in the "Flying Safety Factor," new nickname for the F9F.

IN THE meantime, Lt. Black's crew had been working on the acceptance checks for the first *Cougars* they received. Going over the engine piece by piece, it took them four days to pull a 120-hour check on the first one. By the time the fourth came in, they had whittled the time down to one day.

Structural mechanics rolled up their sleeves while the AE's prepared coffee for them. In contrast to the electrically-operated *Banshee*, the *Cougar* is a hydraulic airplane.

Al Paul, PH3, a spare-time cartoonist, saw the humor in the big transition the squadron was making. His drawing of a burly chief saying, "Heck, no, it won't fly. The wings is all bent!" was posted in the hanger for everyone to enjoy, while he India-inked more good-natured gibes at the characteristics of the swept wing.

Things weren't so funny in the Operations Department. Right in the midst of getting a five-man detachment ready for sea duty and checking out reliefs for squadron pilots, they found they needed a new handbook exam, a training syllabus and new syllabus cards for the *Cougar*. At the same time, Lt. Merrell, Safety Officer, arranged his notes for safety lectures.

FIRST *Cougar arrives at Jacksonville with Lt. Scherrer, flight officer, as the pilot.*

ENTRIES *in custody records are checked by Ens. L. Kremer with W. Krueger.*

SOMETHING *almost new to the line of maintenance crew is a hydraulic leak which J. R. Hornsby, AMAN, concentrates on repairing.*

A MAN *with "feel", O. S. Kelly, ADC, adjusts high pressure fuel pumps with arm in accessory section for a minute adjustment.*

Supply also discovered the new arrivals meant anything but a picnic. They had to be inventoried, then checked against the allowance list and missing parts ordered. Special tools, high usage parts and special photo gear had to be requisitioned. Lt. (jg) R. J. Maylander's AK's turned to on the latest Technical Bulletins and other directives regarding *Cougars* and Supply and soon had his incoming basket loaded with problem-type correspondence.

All of this work and training was leading up to the main question of whether or not the F9F-6P could perform the primary mission of supplying the fleet with aerial photographic reconnaissance. VC-62 had to see for itself. The first photo test hop was made by Lt. Mills. After returning from the flight, he said, "I think the *Cougar's* going to work out O.K." J. D. Wright, PH1 of Photo Interpretation, evaluated the first rolls of film and judged the first test successful.

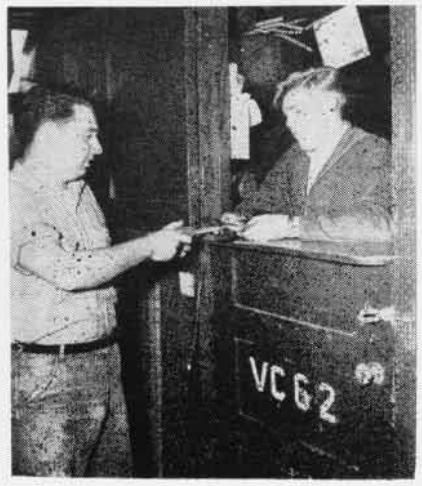
With the advent of the *Cougars* and "Buz" Sawyer's return to the Navy coming almost simultaneously, Cdr. Bacon initiated a request for the comic-strip character whose qualifications (after Test Pilot Training) make him ideal for assignment to a photo recon squadron.

In a letter to TPT at Patuxent, he wrote, "It is felt that this type of duty would appeal to LCdr. Sawyer's adventurous spirit following his association with your distinguished unit at Pax River. We have many pilots who would gladly let him take their night FCLP and night carrier landings with the risk involved therein.

"Our operations include high altitude photography up to 50,000 feet and low altitude photography down to 50 feet; some of our *Banshees* are old enough to be prone to flame out on catapult and our *Cougars* are new enough to utilize him on test hops."

BEFORE *his first takeoff in the Cougar, Lt. J. Mills, LSO, checks his fuel pumps.*

NEW PLANES, *new tools. Church gets wrenches of all dimensions from Blom.*



THE BIG transition started in mid-October and is far from over. In early December, the squadron had eight *Cougars* and seven pilots qualified. About 27 men had completed maintenance training at Cecil. There was still FCLP and carrier qualification and the ultimate test on an extended cruise at sea.

With additional work required from everybody but the mess cooks, VC-62 was making a successful change to the new model. The incorporation of the *Cougar* into a squadron still flying *Banshees* has been a period of long hours, ups and downs, sweat and smiles, as naval aviation keeps abreast of the latest in the aeronautical field.

The Navy has a policy of making the 30th production model of each fighter into a photo version. Therefore, it may not be too much longer before the squadron goes through another period of growing pains and transition again.

By Lt. (jg) L. C. Warren, VC-62

Lanham Back in Far East

Fired First Naval Shot of Korean War

The man who fired the first naval shot of the Korean War is back in the Far East.

Commander Harvey P. Lanham returned to the scene of the Korean conflict aboard the carrier USS *Yorktown* just a few weeks after the armistice was signed.

His first of three tours began when the communist North Koreans pushed across the 38th parallel in the summer of '51. Cdr. Lanham was operating in the vicinity of Hong Kong aboard the USS *Valley Forge* when the war started and he led the first strike.

His squadron of F9F *Pantherjets* were the first carrier-based jet aircraft in history to engage in aerial combat. Lanham downed two IL-10's during this operation and became the first Navy pilot to fire a shot at the enemy. His squadron accounted for three YAK-19's and six IL-10's.

Leading his squadron in almost every raid for the first seven months of the war, Cdr. Lanham now serves as operations officer for ComCarDiv-FIVE.

Cruise Over for VMF-122

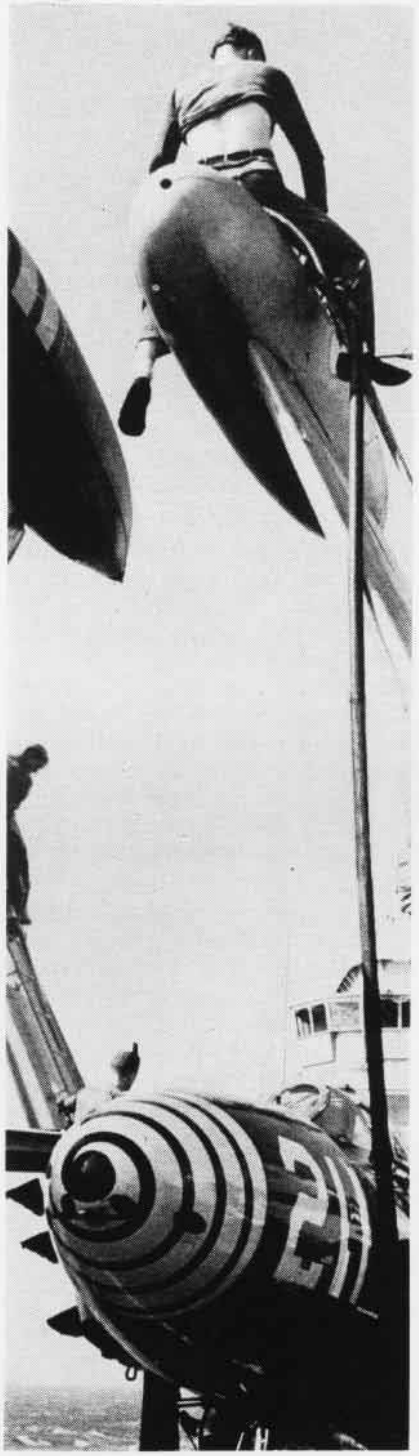
Marines Go Home to Cherry Point

A six-month cruise aboard the USS *Coral Sea* ended for personnel of VMF-122 of MAG-24 when they arrived home at MCAS CHERRY POINT.

The squadron qualified in F9F-5's on the *Bennington* last February, at which time Major C. E. Schmidt, exec, made the first jet landing aboard the carrier. Prior to these qualification flights, only three of the pilots had previously used jets aboard carriers and only seven had ever been aboard a carrier in any service-type aircraft. Despite this relative lack of familiarity with carrier operations, pilots amassed over 1750 jet carrier landings on their Med cruise without loss or damage to a single one of their original complement of 20 *Panthers*.

The jet squadron joined the 6th Fleet at Oran, Algeria last April. Working closely with NATO forces, it participated in four different maneuvers with English, French, Italian, Turkish, Greek and U. S. personnel. During flight operations in the Med, the pilots flew over 1800 missions for a total of approximately 2700 flight hours.

ROPE TRICK?



THIS ISN'T *really a modern version of the old Indian rope trick. The caption should actually be, "Red for Gas!" Perched high atop a wing tank, a red-jerseyed crewman refuels a stripe-nosed Panther jet plane on the flight deck of carrier Kearsarge.*

New Twist in Forecasting

Football Fans Most Avid Readers

NAS JACKSONVILLE—The weather information released by Cdr. Kenneth J. Nordstrom, aerological officer, has been attracting considerable attention among Navy readers there.

"My policy is to present weather information simply and accurately so that the laymen can read, understand and enjoy it. Of course this type of forecast is in addition to the technical aspects of weather available to the operating forces of the Jacksonville Naval establishment," he explains.

Assisting him as a forecast duty officer is Lt. F. C. Wangberg who inserts seasonal sports and appropriate twists into releases. Here is a recent example: "The high pressure area of pleasant weather over the East Coast is coming to an end. A frontal system through the center of the nation is intensifying. Football fans in Eastern states will hope for blocking action to keep this showery, cooler weather out until late Saturday afternoon. At the same time, Middle Western fans are trying to push the foul weather eastward prior to game time. At this early stage, it looks like a draw; with both sections of the country in for sloppy football weather this weekend."

A majority of the NAS weather followers will readily admit that the Jacksonville aerology reports are interesting, understandable, enjoyable, as well as clever and unique.

Princeton 'Stars' in Movie

'Bald Eagle' is Technical Adviser

The *Princeton* will soon be seen as "star" in a color film produced by M-G-M. With the Navy cooperating with the producers, "Panther Squadron 8" is authentic, down to the most minor detail. The movie "Flattop" also was filmed aboard the carrier.

The Navy not only has assigned famed Cdr. Paul Gray of "Bald Eagle" renown as technical adviser for the picture, but it has also given the studio use of Navy facilities and official data, including jet planes and all other authentic indispensables of wartime flying and battles like those in the motion picture story.

Van Johnson, Walter Pidgeon, Frank Lovejoy, Louis Calhern, Dewey Martin and Keenan Wynn were on location filming aboard the *Princeton*.

New 'Sense' Pamphlet Out

UHF Radio Equipment is Explained

The newest of the popular "Sense" pamphlets, "UHF SENSE," NAVAER 00-80Q-41 is being distributed. It contains information on the characteristics of UHF radio equipment, now used in the latest fleet-type aircraft.

The booklet explains two important features of UHF communication. First, UHF, like VHF, is limited in range to the "line of sight." This prevents some listening-in by an enemy but also prevents long-range communication except from higher altitudes. Secondly, UHF transmissions have a lobe pattern. If communication is difficult, a change in the attitude of the plane relative to the other station may provide necessary improvement.

The lobe pattern is individual to each antenna installation. Certain early tests indicated that more trouble might occur than has actually been encountered. Effective antenna modifications have erased most of the problems.

The text was written in anticipation of greater difficulty and more gripes than have occurred as production equipment has gone into widespread use. It gives the gloomy side of the picture. Pilots should know the radiation pattern of their own UHF set and that of their own ship or station for use when communicating at long range or under difficult conditions. In normal use, however, UHF radio should present no problems.

New Hobby Shop for ARV

Chourre is Envy of Ships in Far East

The USS *Chourre* boasts recreational facilities which have made her the envy of many larger ships serving in the Far East.

Built from some salvaged materials, the ship boasts a complete library, hobby shop, and recreational hall for her crew in their off-duty hours.

Decorated with the aid of anonymous donors and the help of the ship's "scavenger squad," the recreation hall is equipped with rattan furniture, floor lamps, magazine reading section, and stationery for the crew.

L. Rust, AKC, built and took charge of the hobby shop, which includes facilities for oil painting, leather work, model airplane building, wood carving and numerous other hobbies.

EVERY TIME NANEWS publishes a claim that someone is "best" or "firstest with the mostest," a flood of counter-claims promptly hits the editor's desk. To give squadrons and pilots a good target to snipe at, NANEWS is starting a monthly "Shootin' Match." Each month the box score will be published announcing the Navy or Marine squadron and the naval aviator with the highest gunnery score. These top scores will continue to be published until displaced by a higher claim.

The idea kind of came from the shootin' matches the Tussies have after the fall hog killings back in the hills. According to Uncle Kim Tussie, when young Navy pilot Lem Tussie arrived back in the hills, he was "talkin his fool head off bout shootin aeroplane muskets. Claimed them pilots go way on up higher than the Smokies and shoot the daylite's out of a rag on a string. That sky stuff sounds kinda skeedadily but that rag stuffs different. Never did see a rag move as fast as an old gobblers head poppin up from hind a log. Lem Tussie holds as how turkey shootins easy and this hear sky rag hittin takes more than good old Kanetucky windage. Seems to me as how some one ought to have some kind of air turkey shoot jest to see how those skydales do with there rattlin fast guns."

Lem Tussie thinks it's a good idea and says, "We aint much fer rules. We'uns jest shoot without no fancy frills up here. Him that gits the best score, gits the brown jug of mountain dew."

Here's how you and your squadron can get into the act in this strictly voluntary competition. No regular reports or forms are required. Claims for record in the competition may be submitted direct to NANEWS by the air group commander for squadron records, or by the squadron commander for individual records. All claims should be based on two flights per pilot, and contain the percent hits and the dates. It's that simple.

Unlike the Tussies, NANEWS doesn't have that prize jug of mountain dew, but it does have a few rules. None of these is intended to require a modification of any official air gunnery training syllabus. These rules are designed only to standardize claims based on routine gunnery exercises. Here they are:

1. Air-to-air fixed gunnery: altitudes and airspeed as required by squadron training directives.

2. Aircraft: Fleet combat types.

3. Target: any standard banner.

4. Record team: one pilot per allowed aircraft, i.e., 18 plane squadron record for 18 highest pilot scores, or 24 plane squadron record for 24 highest pilot scores.

5. Time limit: two flights per pilot during any 30-day period.

6. Rounds fired: 50 per pilot per flight is minimum.

When you've done some good shootin', let NANEWS hear about it. As a matter of fact, why doesn't the first winning squadron get hold of one of Tussie's little brown jugs, paint the squadron name on it, and then pass it on to the next (if any) squadron that shoots a better NANEWS score?

● MCAS EL TORO—The first Marine troop and cargo carrier squadron to serve in the Far East is VMR-253 which has been transferred to Itami Air Base in Japan. Rear area supplies are being airlifted to Korean units of MAW-1 and the First Marine Division.

MANGUM ADJUSTS CAMPAIGN HAT ON REID

Old Timers Chew History

Cherry Point Marines Cater to Vets

MCAS CHERRY POINT—Chevrons, rockers and hashmarks, plus rows of campaign ribbons, abound when the newly-formed Cherry Point Old Timers' Association meets once a month.

Any enlisted man with 10 years in the Marine Corps or officer with the same record, including some time as an enlisted man, can join and swap yarns with the members. Oldest timer is MSgt. Gus G. Reid, with 30 years of active service, including service at Haiti, St. Thomas, Nicaragua, China, Japan, South Pacific and Korea. President of the association is MSgt. Carl S. Mangum, former sergeant-major with *Edson's Raiders* at Tulagi, with 24 years in the Corps.

Parents Visit Death Site

Dallas Ensign Killed in Jap Attack

MCAS KANEOHE BAY—On Dec. 6, 1941, Navy Ens. Joseph G. Smartt of Dallas, Texas, was the duty officer here. He was due to be relieved at 0800 on the morning of the seventh. But he never was.

Smartt had spent the night writing a long letter to his parents, Mr. and Mrs. W. H. Thomson of Dallas. The final paragraph on the letter was hastily scribbled: "We're fighting! I'll love you forever!"

Smartt was killed in the attack by the Japanese with the letter still in his pocket. His parents recently visited the air station, after waiting nearly 12 years for the chance, to see the spot where their son spent his last hours.

Smartt had been personally cited by Adm. Nimitz for bravery and a Navy destroyer escort named in his honor. The Dallas American Legion post was also named after the Navy officer.

LSO Lands an Unlit Plane

Lights Out Landing Made by Lt. Derr

The night was dark and moonless, hot and sticky as only nights in the Straits of Formosa can be and Lt. Roy E. Farmer of CAG-19 was on duty at the LSO platform.

He was bringing in a plane. It had no lights and he could barely see it, but guided more by a sixth sense than any other perception, he lined the plane up, brought it down in the groove and gave the cut signal.

The tail hook grabbed the wire, plane and pilot were safe.

Later in the ready room Lt. Thomas Derr, a VC-35 *Skyraider* pilot, was saying; "I kept thinking my lights would go out again [they had failed him once before during the flight] and if that happened, I stood a very good chance of crashing into the fantail. I'm just thankful they held up, that's all."

There was a long moment of silence. Then Lt. Farmer said softly, "They were out, Tom—you came in completely darkened."

Derr had not known until that moment that his plane had been all but invisible during approach and landing.

THE LAST *of VR-21's R5D Skymasters was given a real Hawaiian "aloha" when it was turned over to MATS and replaced by R6D's. Here Cdr. E. W. Bergstrom, executive officer, strums a uke while LCdr. W. M. Thomas displays a king-sized orchid lei to be placed on the plane nose. The R6D cuts time from Hawaii to San Francisco from 12 to 9 hours and to Tokyo from 19 hours to 14, cruising at 290.*

RECRUIT JOYCE CRIES AFTER TRIP IN GAS

Gas Chamber Brings Tears

Crying Act Old Stuff with Crosslen

COMFAIR, JACKSONVILLE—There's a chief here who, no matter how he feels on Thursdays mornings, cries like a baby and does it unshamedly.

In fact, Deacy Crosslen, AOC, has cried on Thursday at least 175 times. He's the gent who takes personnel through the gas chamber on the station. Accompanying him on these trips is Bill Wiegand, ADC, who also works in the Atomic, Biological, Chemical Warfare Defense school.

More than 2,500 Navy men and women have come through the rigors of the chamber with nothing worse than a few tears. "The only time anyone pays through the nose going through the chamber is when he doesn't pay attention during the checking-out period," Crosslen says.

"We had a couple of wise guys who horsed around during instruction and later literally cried like babies."

New FAW Training Program

FAW-3 Trains its Own YN's and PN's

NAS QUONSET POINT—Fleet Air Wing Three has established a full time school for the training of squadron personnel in administrative ratings.

Lasting a full four weeks, the new course is patterned after a class "A" school and the job of instructing falls to staff yeomen and personnelmen. It covers basic training for YN and PN.

The efficiency of the air wing is not hindered, for only one man is absent from the administrative department at any one time. The added work will be fully compensated in future Ad/Mat inspections of FAW-3.

In addition to squadrons from FAW-3, NAS QUONSET, and ComFAir Quonset have requested and been granted quotas for their squadrons.

AND THERE I WAS ..

He's Got Religion

THE FOLLOWING note, unsigned, on a piece of Chesapeake and Ohio railway notepaper was received by the Supply Officer at NAS NIAGARA FALLS:

"I took these flying gloves while stationed at NAS SAN DIEGO in 1945. I am a Christian now and therefore I feel guilty keeping them.

"I'm sorry."

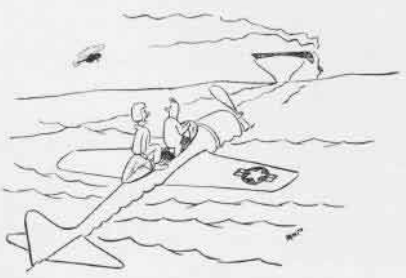
Sea Story

AN OS2U pilot from a cruiser on a routine search returned to his rendezvous point—no ship and down to 20 gallons of gas. The sea was smooth, so he landed.

He and his crewman broke out the life raft rations, built a tent under the wing and decided to sit it out for the duration. After about four days—beard, dirt and all—they saw smoke coming over the horizon.

Deciding it was a 50-50 chance it was a friend, they packed their gear and took off, heading for the smoke. When the ship came into sight they recognized their own ship, made a normal *Cast* recovery and were hoisted aboard.

When safely on deck, the pilot climbed out of the plane, threw his helmet on the deck, and said, "Damn these long hops!"



THIS AIN'T NO SEA DART, LOOTENANT

Who Was the Indian?

MOST of the requests concerning the Marine Corps sent in by modern school children can readily be answered at the air station at Cherry Point, but one of the most recent required some research.

The letter, penned by a student from the Bourne (Mass.) grammar school read:

"Dear Sirs: We, the fourth grade, have been studying about Indians and we want to know if you can tell us which one of the Marines at Iwo Jima is the Indian. We can't tell which one it is. Could you tell us which one it is? We would appreciate if you could tell us. Thank you."

Assuming that the question referred to the Marines who raised the American flag at Iwo Jima, a press writer of the ISO located the information. The answer along with a photo of the Marine Corps war memorial monument, which depicts the historic flag-raising at Iwo Jima's Mount Suribachi, was sent to the children.

The Indian? Oh, he's Ira H. Hayes, at that time a private and is second from the left in the group.

"HALF THE PEOPLE UP HERE DIDN'T THINK WE'D MAKE IT EITHER."

Can the Chatter

ON A routine hop over Korea while listening to guard channel and the news of events as they happen, it seems a *Mig* blasted an Air Force plane in the wrong place.

At least the engine refused to obey further commands and the pilot got very excited. He called *Mayday* several times frantically and tried to get some help.

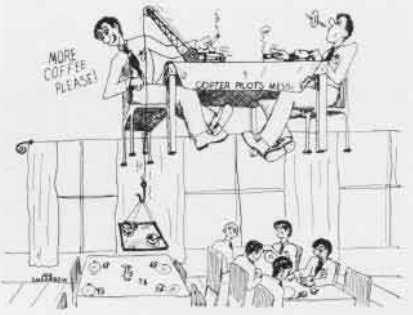
About this time a very calm voice clearly indicating one of our British Allies, burst forth saying, "I say, old chap, if you have to die, die like a man—you *are* cluttering up the air, you know."

Ship's Greeting

PROBABLY the only captain in the Navy who drew cheers from his men each time he boarded or left his ship was Capt. Frank F. Gill.

Each time he passed the sentry at the gangway, he would yell, "Hip, Hip!"

The sentry would reply: "Chourre, Chourre!" Yes, Capt. Gill's ship was the USS *Chourre* (ARV-1).



THEY COME IN THROUGH THE SKYLIGHT

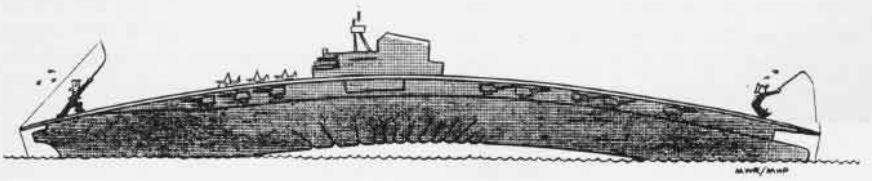
The Law Paid The Fine

WHEN CHIEF R. W. Hardy of VR-31 at NAS NORFOLK set out to ferry a helicopter to San Diego, he never dreamed that he would run afoul of a "Texas Sheriff" while carrying out his duty. The only thing he didn't count on was that he would run low on gas over Texas.

With no airports available in the vicinity, the Chief decided to stop at a gas station for a refill. Somehow, the idea of a helicopter alighting inside the city limits didn't appeal to the local "John Law" and the sheriff got his man. Hardy was handed a $25 fine.

Hardy had been in a ferry status for ten days and just plain didn't have the dough to bail himself out. That's when the Texans took the law into their own hands. They chipped in and paid his fine.

After getting out of the local "bastille," Hardy and the helicopter beat it out of town.



RESERVISTS 'SOUP UP' THE PROGRAM

ABOUT A year ago, the Photographic Interpretation division of VPP-876 at NAS OAKLAND decided its program needed more "zip." While the training was adequate, the PI's needed a supplementary program with a study of some up-to-date combat photography. The men also felt that training in the techniques employed in Korean combat would be valuable.

The Fleet Photographic Interpretation School at NAS ALAMEDA was contacted and came back immediately with help in training materials and lectures. LCdr. W. R. Walker, OinC of the Alameda school, spent a lot of time with the Reservists, presenting the materials developed by his unit.

The PI officer is required to spend two annual training cruises at the Photo Interpretation School at Washington, D. C., but, because Alameda's training materials and lectures had been so interesting and worthwhile, permission to attend the west coast school was requested and granted.

Last summer the first Reserve group, including six officers from NAS OAKLAND, one from NAS SEATTLE and one from NAS LOS ALAMITOS, took a two-week cruise at the fleet school. The course outlined for the Reservists paralleled that offered the active duty interpreters at NAS ALAMEDA.

The first day was spent in issuing gear, orientation and a lecture on maps, grids and the rudiments of drafting. This was followed by a lecture on fleet photographic interpretation which gave the broad aspects of the subject as it was being used in Korea.

Two days were devoted to lectures and problems on flak and weapons. The problems consisted of laying strip mosaics and then annotating by symbols all flak, rail lines, bridges and other enemy defenses. One of the highlights of the cruise was the discovery by the Reservists that they soon were able to identify flak emplacements and sizes of weapons by means of the simplified techniques devised by LCdr. Walker and his staff.

A TYPICAL assignment following study of flak and weapons was a problem concerned with power and electronics. The student was put in the place of a photo interp officer aboard a carrier and faced with the task of interpreting combat photos of a hydroelectric plant. A mosaic and an overlay were prepared for pilot briefing and target location. The overlay showed penstocks, generators, transformer yards, secondary targets and all defense installations.

RESERVE *photo interp officers concentrate on a problem at Alameda. Gates, Mason, Bradshaw, Armstrong, Gearing, Hargrave, Thomas and Clevinger attended the school.*

Classroom hours during the second week were devoted primarily to lectures and problems on camouflage detection. The climax of the cruise involved one all-inclusive problem which lasted 16 consecutive hours.

It consisted of laying a strip mosaic of 18 photographs and completely annotating on it all targets, camouflaged buildings and flak emplacements interpreted on the photographs. After completing the study, the PI's were required to write a brief on the target such as might be given to a meeting of squadron commanders, air intelligence officers and staff personnel.

One officer was called on to present the simulated briefing to the other students and the staff of the photo interp and air intelligence schools. A detailed criticism and discussion of the briefing gave the students a more complete understanding of this important duty of the PI officer.

In between the problems there were quizzes, a visit aboard a carrier and an opportunity to hear the men who had actually done PI work during the Korean war recall their personal experiences. All too soon, the fourteen days were over, leaving many interesting topics to be filed away for future sessions . . . such things as transportation systems, beach studies, airfields and damage assessments.

Reservist Goes from Gliders to Jets

The story of aviation advancement and progress from the slow, flimsy gliders of 1910 to today's jet aircraft has been lived by LCdr. V. R. Fritz of VF-933 at NAS WILLOW GROVE.

In 1910, at the age of nine, Fritz helped his brother to build a "makeshift" glider which they flew during that year. Since 1925, he has piloted private planes and has countless air hours to his credit. During WW II, he served in the Navy as a naval air observer in the capacity of navigator.

Recently at NAS JACKSONVILLE he soared skyward in his first jet ride in a Navy TV-2. Compared to his early flights in gliders, he found the jet gave him a "splendid, smooth method of flight."

Jet Makes Dry-Land Carrier Stop

A Navy *Banshee* jet fighter with its right tire missing managed to make a

safe landing at NAS DALLAS during a cross-country flight. The plane was prevented from ground-looping by several tons of logging chains.

Lt. (jg) Trent R. Powers was en route from Amarillo, Texas to Atlantic City, N. J., when he discovered his plane had thrown the tire. He told Dallas personnel of his predicament and prepared to try for a landing.

Chance Vought technicians, flight line crewmen and GCA operators at the Reserve station joined forces to rig up the arresting gear. When Powers' plane touched the runway, his tail hook picked up the arresting gear and its V-drag kept the plane on a safe course as it slowed to a stop.

It's a Family Affair

More and more, as families see one of their members devoting a weekend for drill in a Naval Air Reserve Unit, other members are joining up. The "Weekend Warriors" are growing into "Weekend Families."

Trophy-winning VF-933 at NAS WILLOW GROVE has not one, not two, but three men from the same family working together. Frank P. Kleshick, EMPC, and two of his sons, Edwin M. and Frank A., are all members of the Reserve. The Chief is an old vet with military service beginning with the Army during WW I. At the outbreak of WW II, he waived a 59-percent disability and joined the *Seabees*. In 1946 he joined VF-933 and has been a member ever since.

His eldest son, Edwin, joined his dad in VF-933 over six-and-a-half years ago and is an aerial photographer. Frank, an SR, joined the squadron last June upon graduation from high school in Atlantic City.

CHIEF *Kleshick and sons, Edwin and Frank, discuss squadron's flight status board.*

Denver Gets 'Man of the Month'

An NAS DENVER sailor received the distinction of being the first man in NARESTRACOM to be selected as "Man of the Month."

M. E. Lunstedt, AD1, received the award as a result of his quick thinking while assisting VF-712 during operations at Great Falls, Montana on 24 August. He was part of a crew assigned to secure aircraft after a storm warning had been received. Winds reached a velocity of 94 miles per hour and the last remaining unsecured plane jumped its chocks and was being driven into other parked aircraft by the wind. At great risk to himself, Lunstedt jumped onto the moving aircraft and set the brakes, thereby saving an inestimable amount of damage to government property.

Another winner of the award was LCdr. Howard D. Sturm for his work in planning and preparing for the Naval Air Reserve Day Air Show at NAS NIAGARA FALLS, often at the expense of his own leisure time.

"GLIDERMAN" *Victor Fritz sits in cockpit of a TV-2 after taking his first jet ride.*

Reserve Training Saves Pilot

Survival lectures, training and quick thinking paid off for one Reserve pilot at NAS NIAGARA FALLS during a December drill weekend. A flight of F8F's of VF-851 was returning to the station from a training flight over Lake Ontario when Lt. (jg) R. J. Frainier's plane began to spout flame from the engine. He was in trouble.

The plane began to lose altitude and Frainier lost no time in bailing out. One of his squadron mates climbed to altitude so that he could make good VHF contact with the Niagara Falls tower, while others followed the pilot down.

As soon as Frainier hit the 43° water, he released his parachute and inflated his pararaft. Meanwhile, Operations received the *Mayday* at 1448. By 1454, a PBY was airborne and heading for the spot, 15 miles east of Olcott, where the pilot was floating on his raft.

DISTINCTIVE *silk-embroidered patch marks M. Lunstedt as first "man of the month."*

An officer who had recently returned from duty with the fleet remarked, "I never saw men move that fast." The plane crew included a flight surgeon and a corpsman.

When the rescue plane reached the scene of the crash, Frainier released his dye marker and set off his smoke signal. The crew spotted him and Cdr. J. T. Morris and Lt. R. H. Stickel set the plane down on the choppy lake in a 35-mile wind.

Frainier was pulled to safety within 23 minutes of the time he bailed out. He was suffering from minor injuries and was released from sickbay that evening.

Reserve Roundup

● NAS GLENVIEW—The *Flying Congressman*, the Hon. Peter F. Mack, Jr., of the 21st District of Illinois climaxed the annual inspection with an address. Mack is a naval aviator, known for his Abraham Lincoln *Goodwill Flight* around the world in 1951.

BLACKBIRDS' INSIGNE REFLECTS ITS HISTORY

KINNEAR, ADORNED WITH GREEN DERBY, CIGAR AND BOXING GLOVES, LANDS ON CHAMPLAIN

TAKE ONE part blackbird, stir in aviation gas, add an old pair of boxing gloves and a shredded cigar for flavoring, mix with a 1,000-lb. bomb four and 20 times, serve same in a green derby—and you have Navy Attack Squadron 45, the *Blackbirds.*

In its third extended tour since leaving Jacksonville, Fla., September 1950, the squadron has carried its odd insigne—a cocky blackbird dressed elegantly in a green derby, boxing gloves and a cigar—from one end of the world to the other. It has also managed to unleash half the tonnage of bombs dropped by the carrier USS *Lake Champlain's* attack force in the closing days of the Korean conflict.

"When we first landed on board the *Lake Champlain,*" said Lt. (jg) George Kinnear, one of the insigne designers, "there wasn't a man on the flight deck who didn't get a chuckle out of my unique appearance." Kinnear reported aboard with his crash helmet topped by a brilliant green derby!

ORIGINALLY called the *Black Knights* before the squadron was recommissioned, VA-45 decided it needed a snappier insigne. By April, 1951, after one ocean voyage into the Mediterranean aboard the carrier USS *Oriskany,* the squadron had its new insigne—with an impressive meaning and history behind each symbol.

"Our blackbird didn't fall together by accident," explained LCdr. Richard Mills, skipper of the squadron. "Both the blackbird and his dress all have special significance."

The blackbird was chosen because of its recognized persistence and aggressive nature in attacking and outwitting its enemies.

The green derby signifies the color assigned to the fifth (for attack) squadron of a carrier air group. The squadron is part of Air Group Four aboard the *Lake Champlain.*

THE BOXING gloves were selected to represent the potential "punch" of the Navy's *Skyraider,* the only type of plane flown by the squadron.

"Four and Twenty" on the insigne represents the original 24 pilots who were assigned to the squadron. The cigar was added to show that most of the pilots were older and more experienced than the average pilots comprising such a squadron.

"By popular vote, the blackbird was selected over two others," said Kinnear. "Boxing gloves were suggested by an enlisted man, Charles G. Mitchell, personnelman third class. My contribution was the green derby.

"I picked it up one night as I was returning to the ship from a party in Genoa, Italy. I was riding in a horse-drawn cab and got the crazy idea to ask

OLD TIMERS, OFFICERS AND ENLISTED MEN OF VA-45 POSE WITH THEIR BLACKBIRD INSIGNE; OFFICER STANDING IS LCDR. RICHARD MILLS

the driver if I could wear his derby and drive the cab. He agreed, and the minute I perched the bowler on top my head, I wanted it for my own.

"After some haggling, the driver finally agreed to let me have it for 700 lira, slightly more than a dollar."

Kinnear took the derby back to his squadron mates who promptly classified it "top secret" until it had been painted and sewn to a helmet. The squadron decided that the actual helmet with derby attached would be worn only when the pilots reported to or were detached from duty aboard one of the carriers.

Three months later the outside world received its first glimpse of the new addition as the squadron prepared to leave the *Oriskany* for Jacksonville.

When the derby-topped helmet popped into view as Kinnear boarded his plane, the surprised ship's band quickly swung into the tune "Bye, Bye, Blackbirds."

THE PRESENT crop of *Blackbirds* readily admit that none of them have derbys at home, but 22 out of 23 still smoke cigars. "Sometimes our ready room looks like the inside of a cloud bank," said Lt. Robert J. McAllister, "with everyone smoking up a storm."

Following its first tenure of duty aboard the USS *Oriskany,* the *Blackbirds* put in a stint aboard the giant carrier USS *Coral Sea,* April to October, 1952, their second trip to the Mediterranean. Highlight of this tour was participation in an aviation show for Tito of Yugoslavia.

Right now the squadron roosts aboard the *Lake Champlain.* It was while flying from this carrier the latter days of the war that the *Blackbird* squadron lost its first and only pilot, Lt. (jg) Donald Brewer. The VA-45 veteran was shot down west of the Punchbowl by 37 mm. flak.

Skipper Mills attributes the *Blackbirds'* low fatality and accident rate to its excellent hangar deck crew.

At the sign of the green hat and to the air of "Bye, Bye, Blackbirds," VA-45 flies by, proud part of the Navy's flying might.

● NAS MOFFETT FIELD—CAG-19, stationed at this field since November 1952, has gone aboard the *Oriskany* for an eight-month tour of duty in the western Pacific.

FAMED FLIERS ON CHIEF'S LIST

NATTC, JACKSONVILLE—Anyone who can casually say: "I worked with Admiral Read on the NC-4 that he commanded on its flight across the Atlantic;" or, "I checked out Lindbergh on the engine of his Ryan monoplane before he hopped for Paris;" or, "I did research with Admiral Byrd before his South Pole flight," has been around a long, long time.

By such statements is a person dated, but to John Cairns, aviation machinist chief, supervisor of the Training Facilities Technical Library at the Naval Air Technical Training Center, naval aviation has been home, hobby and habitat since 1918's WW I days.

The 54-year-old Navy chief entered the service back in September, 1917, and after boot training at Great Lakes, went on coastal patrol with antisubmarine vessels, and ended up in the war zone with a bomber patrol.

He shifted to naval aviation in 1918, his forte ever since, and when it is figured that aviation itself is celebrating its 50th anniversary this year, he came into the field when both he and flying were just out of short pants.

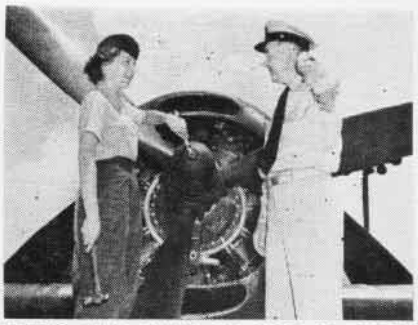
"I started out in squadron work with the old HS-1's and HS-2's," he recalled, "known in those days as flying hydroplanes or 'flying fish'. Later I shifted to NC-4's which crossed the Atlantic on Admiral Read's epoch-making flight."

Long flights were the rage in the 1920's and everyone was exploring the unknown in the upper reaches of the air as aviation began spreading its wings.

"We were at Great Lakes," Chief Cairns reminisced, "practicing launching and recovering of seaplanes across the ice floes on Lake Michigan and studying effects of cold weather on plane, parts and men, getting ready for Admiral Byrd's Antarctic explorations.

"We also had two land planes on a small field for use when ice prevented our flying the seaplanes. It was here that I worked with Charles Lindbergh, checking him out on the J-4 *Wright Whirlwind* engine he used in his Ryan monoplane. This was about a month before he made his historic hop to Paris."

Everything is "we" with Chief Cairns, meaning himself and naval aviation.



CAIRNS STILL CAN'T GET USED TO WAVES

After varied service aboard carriers and at air stations (names of ships, stations and the men who manned them in naval aviation's early days roll off his tongue like a muster call of famous admirals, officers and men and fighting ships) Chief Cairns was ready for any kind of duty when WW II broke out.

He served with special flying projects that delved into the unknown of aerial warfare, specialized in trained service units that could repair any kind of plane under any kind of conditions, and wound up in the Pacific theater of operations with CASU-58 under Admiral Marc Mitscher that saw action from Guadalcanal to the Philippines with stops all along the United States' island-hopping attack.

After the war he helped put the *Valley Forge, Coral Sea, Midway,* the new *Wright* (he also served on the old one), and the *Siboney* into commission as the Navy bolstered its carrier strength.

After being assigned to FASRon-6 at Jacksonville, he later came to NATechTraCen.

Cairns has been a Navy chief nearly 28 years, first receiving his cap and stripes in January, 1924.

"I'm going for 40 years," the veteran chief said, "if the hull and wings hold out that long."

● USS YORKTOWN—A crew of four cameramen on temporary duty from the Atsugi, Japan combat camera unit, have been photographing CVA-10 from all her best angles. An up-to-date documentary film about the carrier may be made as a sequel to "The Fighting Lady," historical story of WWII which won such wide acclaim.

NUTS, BOLTS, TIRES, TUBES AND NANEWS

FRESH SHIPMENT *of Naval Aviation News is tapped for reading by RAdm. R. J. Arnold, CO of NASD Philadelphia, and C. B. Montemuro and Lt. J. J. Murphy of Publications Branch*

THE NAVY has a big mail order house in Philadelphia whose job is to keep naval aviation in the air by supplying them with the nuts, bolts, tires, tubes and the thousands of other items needed "to keep 'em flying." This outfit, with a 17-volume master supply catalog, is the Naval Aviation Supply Depot, Philadelphia.

A naval aviator heads NASD's Publications Branch which distributes and stores over 25,000 different technical aviation publications for CNO and BUAER. According to NASD spokesmen [They really said it.—Ed.], one publication in which they "take great pride" is "the New York Times of the Aviation world," *Naval Aviation News*. Each month, NASD distributes about 25,000 copies of NANEWS to approximately 1,500 addresses all over the world.

Organized as a depot-within-a-depot, the Publications Branch is devoted exclusively to handling technical aviation publications. One hundred twenty-five employees staff it to provide quick service. Typical publications stocked are pilot handbooks, operation and service instructions, ASO catalogs, allowance lists, technical orders, engine bulletins, service changes and accessory bulletins used by operating fleet units.

When printing has been completed by the Government Printing Office, or in the case of NANEWS, one of its contractors, publications are sent directly to NASD PHILADELPHIA. Here they're again checked for errors which might render them useless for service use. If a manual is completely new, a supplement to a basic, or reissue of an older manual, an immediate distribution is made to naval activities. The same procedure is used for letters and forms. No two distributions are alike.

ABOUT 3,000 new manuals were received in one year alone. Over 2,200 new letters were published that year, and four and a half million copies were mailed to operating activities.

Activities themselves determine what type publications they receive. The station, ship or squadron publications officer completes an *Aeronautical Publications Requirements Request*, NAVAER 2126, which is mailed to BUAER, Attn. PB-3. This records the publication requirements of each unit. Further details are outlined in BUAER Instruction 5605.1.

Filling special requests from fleet units is another phase of NASD work. The Publications Branch alone fills about 20,000 requests for a million and a half items in a year. Outfits needing specific publications and forms need only to order them on form NAVAER 140 from NASD PHILADELPHIA or the nearest publications supply point. NASD cautions that "snafus" can be avoided by reading the instructions on the back of the form. Titles of all available publications are listed in the *Naval Aeronautical Publications Index*, NAVAER 00-500. This too is available at NASD.

Another task of the Publications Branch is the assembling and dispatching of technical material for initial commissioning allowances for ships, air stations and squadrons.

An average commissioning will require about 12,000 different manuals, letters and forms. Since today's complex equipment of modern war would be difficult, if not impossible, to operate without complete complimentary technical information these items are essential to a new outfit going "into business" in the Navy.

NASD provides "curb" service when real speed is essential. Planes stopping at NADC JOHNSVILLE or NAS WILLOW GROVE can get small requisitions filled by NASD in a matter of minutes.

NANEWS *arrives at NASD Philadelphia loading dock for shipment to the fleet.*

RAdm. Ralph J. Arnold, who won a Navy Cross on the old *Yorktown*, commands NASD. His command exists to fill the needs of the fleet. If the needs of operating activities are made known to NASD, they will either be supplied promptly, or a conclusive answer as to "why not" will be provided for the requesting activity.

TECHNICAL PUBS KEPT AT NASD FOR ISSUE

NANEWS BULK SHIPMENT DIVIDED FOR MAILING

LABELS APPLIED TO PUBLICATIONS AT NASD

NEW LETTERS AND MANUALS MAILED TO FLEET

Army Man in Double Play

Major Goes on Navy TAD to Marines

Exchange pilots from the Navy, Marines and Air Force have become quite commonplace. Now an Army paratrooper has jumped into the act in a double play combination that has sent him to MCAS CHERRY POINT on temporary additional duty orders from the Navy.

On a three-year loan to the Naval Tactical Air Control Squadron from the paratroopers at Fort Benning, Major Kenneth R. Beard checked in for a three-week stay with HMR-262. He was assigned to accompany the squadron on its maneuvers.

The Naval Tactical Air Control Squadron to which Beard is assigned is composed of men from all the services. In any operation involving planes from different services, it is the squadron's job to coordinate these different aircraft into a closely working unit. The squadron tells the pilots at what altitude to fly, when to rendezvous with other planes and all other orders pertaining to its performance during the maneuver. Major Beard will be controlling the 'copters on their ship-to-shore flights.

Major Beard accompanied the Marines in the same capacity on *Normex* and the last *Phibex* maneuver. Serving with other services, he gets a chance to observe how they operate and feels he learns a lot.

● NAS MOFFETT FIELD—Replacing the older F9F-5's which VF-153 flew in Korea, the squadron is beginning retraining with new F9F-6 *Cougar* jet planes.

VF-174, VJ-2 Are Impressed

Jax Pilots Tour Overhaul and Repair

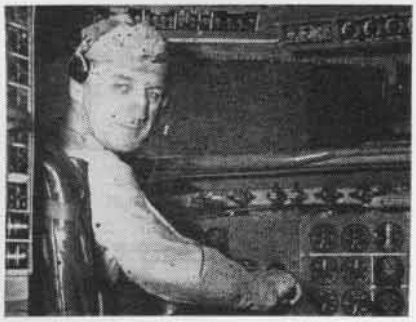
NAS JACKSONVILLE — Aviators from VF-174 and VJ-2 really had their eyes opened when they made a tour of the O&R department. It was the first time pilots at this station received any indoctrination in aircraft reclamation and overhaul fundamentals.

One VF-174 pilot was amazed by the way aircraft were torn down by sections, then cleaned, rebuilt and assembled into a completely overhauled aircraft. The confidence of VJ-2 pilot Lt. (jg) Jerome Pilon in O&R increased tremendously after observing the skill and workmanship employed in turning out aircraft and equipment for fleet units.

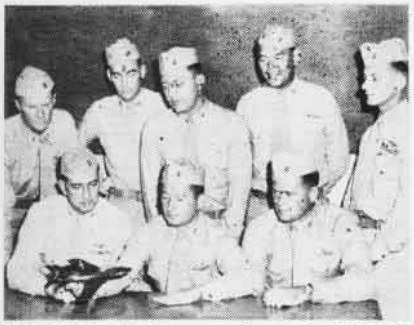
The propeller and test cell divisions provided topics for the majority of conversation following the tour. The fleet pilots found a propeller balancing machine almost unbelieveable. This machine can detect an overweight equal to the weight of a cardboard match stick. The visitors were also impressed by the parts examination division that removed the metal skin of aircraft in order to check stress points throughout the structure.

Far off in a corner of the assembly-lined O&R department, the pilots heard the ominous and never-ending roar of newly-overhauled aircraft engines being test run over long periods of time, while trained technicians study a wide assortment of dials and gauges trying to detect a flaw in the performance. This impressed them too.

BAGPIPING *First Gordon Highlanders visited the USS Lake Champlain in Singapore during the carrier's 15,000-mile return voyage from Korean waters. Vice President Nixon's visit to the Crown Colony coincided with the Champlain's three-day stop there.*



LCDR. FREDERICK *G. Chase of VR-5 recently joined the Zero Club when he completed his 10,000th hour of flying—all accident free. In his 12-year Navy flight record, Chase once flew 160 hours a month with VP-83 and VP-107 on U-boat patrol. He has been flying transports since 1949 and piloted Adm. Radford's R5D on inspection trips over the admiral's Pacific "domain".*



THE EIGHT *Marine members of VMF-235 Death Angels squadron waited a total of 77 years before they made their first landings aboard a carrier. Stationed at Kaneohe Bay, they finally landed their F9F-6's aboard the Yorktown. The squadron was the first to receive the new FJ-2 Furies later. The men are, seated, Capts. George B. Codding, Richard Hilebrand and Lauren C. Holland. Standing were Lt. Richmond Flatland, Capt. Robert Dobbins, Jr., Maj. Curtis E. Knudson, Capt. Whitnall F. Bonner, Jr. and Capt. Robert Klinkman, left to right.*

THE MARINE *lieutenant gets a boss. Looking as though he really doesn't mind his assignment, Lt. Norman P. Dusseault pins newly-won bars on his wife, Marine Capt. Nancy Mecartney at MCAS Cherry Point.*

GCA Jet Landing at Oceana

Landing Made Sans Precision Gear

The first ground control approach jet landing at NAS OCEANA was made by Ens. George A. Watson of VF-174, NAS JACKSONVILLE, during a recent cross-country hop.

Ens. Watson discovered that his radio direction finder went out while flying an F9F-6 *Cougar* around an occluded front at 42,000 feet.

Usually an aircraft in a GCA approach is first directed to the vicinity of the field by the long range scanning radar, then brought to within a few feet of the runway with the use of precision radar. Although Oceana's precision radar was out of order, GCA operators directed Watson to a point 200 feet over the center of the duty runway.

Watson made his first GCA jet landing safely. He had also made his first landing without precision radar and radio direction finder equipment, and it was the first GCA jet landing at NAS OCEANA.

Ens. Watson's final comment—"Too many firsts!"

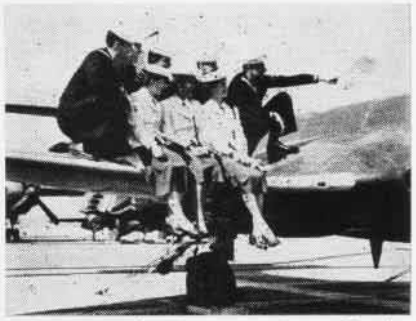
Deer Run on Rifle Range

Marine Riflemen Show Sportsmanship

MCAS CHERRY POINT—Deer hunting may be out of season at Cherry Point, but 22 Marines on the rifle range had the opportunity of a lifetime when two young deer appeared suddenly at the edge of the firing green.

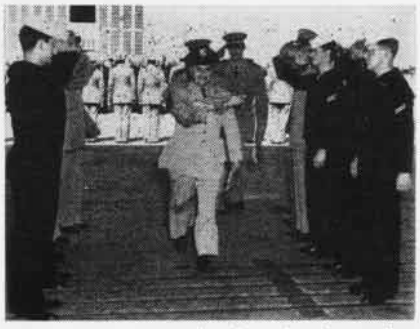
The male of the pair lost no time in dashing across the line of fire to the opposite side. He arrived safely, but the whistle of hot lead rushing by threw a profound fright into his spouse and she wouldn't cross. The striking little beauty didn't realize that bullets from a rifle form an arc at their peak and won't hit anything below a certain number of feet when at their mid-path. This accounts for the daddy of the duo not being struck in his flight through the raking fire.

Realizing the plight of the rustic female, the Marines ceased firing momentarily in the hope that she would accept the invitation and cross the range area. She took the cue and moments later they scampered away into the thickets, a little frightened but indebted to the sportsmanship of the Marines for not using them as live targets.



A NEW USE *has been found for Banshee wings — seats for Canadian Wrens who visited the carrier Bennington while it was in Halifax, Nova Scotia, during Canada's Navy Day celebration. The Bennington had Naval Academy midshipmen aboard for three weeks. Escorts for the women in the picture were John R. Jordon, James O. McClister, Joe A. Messina, Leland L. Marsh and Bernard J. Gries. The lucky lads.*

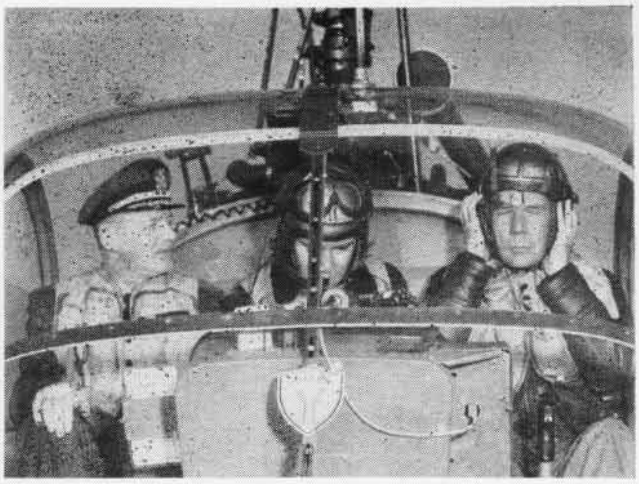
WHEN CEBY *G. Coward, ADC(AP), stepped out of an R4D at NAS Jacksonville recently he was met by a group with a wheelchair for him. It was all a gag in honor of his completing his 10,000th hour in the air. Capt. B. C. McCaffree, CO of the air station, Exec. Cdr. J. H. Armstrong, Operations Officer Cdr. H. L. Harty, Jr., and Chiefs Sousa, Brake and Wiktorski greeted him with a big cake.*



HUGE, MOCK *naval aviators' wings adorn the chest of Maj. Paul D. Apgar, USAF, as he is "piped ashore" after a year's exchange pilot duty with VP-5 at Jacksonville. Behind him are Lts. (jg) Robert H. Belter and Daniel H. Sliwinski, who also were leaving the squadron after a tour of duty.*

GRAMPAW RESERVE STATION IS RETIRED

FORMER BLIMP *hangar now houses former NAS Squantum reserve squadrons and dwarfs cars parked on hangar's ramp near door.*

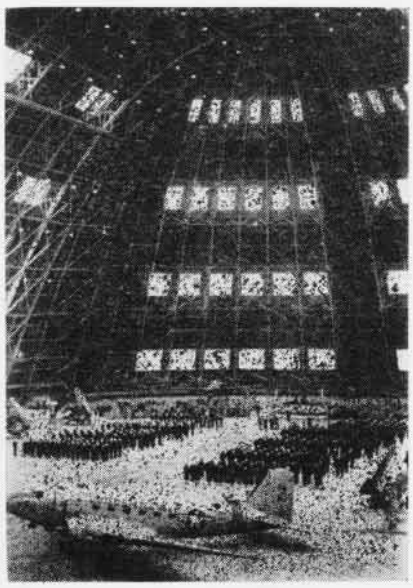


NAS SOUTH *Weymouth CO, Capt. Sartoris, Lt. Widmer, and Asst. SecNav for Air Smith look over new Mass. reserve air station.*

BACK IN 1923 a group of World War I naval-aviators-turned-civilian put their heads together with the District Commandant's aviation aide, Lt. Richard E. Byrd, to set up a one-plane Naval Air Reserve station at the old four-piper-destroyer building yard at Squantum, Mass. Thirty years later, this proud station ended its service to naval aviation when NAS SQUANTUM's Commanding Officer, Capt. Harry H. Sartoris, read his orders as CO of NAS SOUTH WEYMOUTH. Squantum will remain officially in commission for a brief period while her crew moves bag and baggage to their larger and better facilities at nearby South Weymouth, but for practical purposes, Squantum has been retired proudly from naval aviation.

RAdm. Charles B. Momsen, ComOne, and Gov. Christian A. Herter of Massachusetts as well as two of Squantum's distinguished alumni, RAdm. Irving M. McQuiston and Commo. Joseph E. Lynch were on hand for the December commissioning of South Weymouth. Previously, another famous Squantum alumnus, Asst. SecNav for Air James H. Smith, Jr., inspected the new facilities. Smith took his first flight training at Squantum and flew in an organized squadron there in the 30's.

Because the waters of Dorchester and Quincy Bays made expansion of Squantum impractical, and because of the proximity of Boston's Logan International Airport, it was necessary to find larger quarters and less congested airspace for New England's Naval Air Reserve activity. The Navy's inactive World War II LTA facility at South Weymouth, with sufficient acreage for expansion and intact buildings, offered the solution. The job of rehabilitating was underway for many months before the actual move to South Weymouth took place. Among other improvements, three runways were added, the shortest is about the same length as the longest at Squantum.



SQUANTUM-SOUTH *Weymouth crew at quarters during new station's commissioning.*

NAS SOUTH WEYMOUTH was constructed as an NAF between February and October 1941. During World War II it served as base of operations for Atlantic coast ASW blimp patrols. South Weymouth's K-ships flew more than 25,000 hours during the war. In June '44, six airships flew from there to Port Lyautey for the longest over-water ferry flight of this type. The station was placed in "reduced complement" status until June 1949 when it was deactivated. The reactivated South Weymouth is now the home of the 25 squadrons of Naval and Marine Air Reserve which were formerly based at Squantum.

WHILE Squantum is no longer active in naval aviation's ranks, its traditions, along with its men and material have moved on to South Weymouth. A stanza from "The Men of Squantum" by LCdr. Eugene J. Muriaty sums up its tradition:

☆ ☆☆☆ ☆

Make worthy sons of Squantum sires
Who flew with naught but heart.
And worthy of our brothers bold,
Who died a world apart.
Oh, God, the master of the sky
And of the shining sea,
Give us the eagle's wing and claw
To serve the right and Thee.

☆☆☆ ☆ ☆☆☆

New FlogWing Terminal

VR-5 Personnel Man Seattle Facility

NAS WHIDBEY ISLAND—Air traffic in and around the Seattle area was blessed recently with the opening of a new FlogWing Air Terminal at this station.

Situated at Ault Field, the new air terminal is being manned by a detachment of Air Transport Squadron Five personnel from Seattle where they have been stationed since 1944.

To coincide with the commencement of FlogWing flights into and out of Ault Field, the FlogWing terminal was officially commissioned. On the ground floor, the terminal contains a waiting room, and a Navy Exchange counter which will offer fountain service and short orders.

CAG-11 Sets a New High

Pile Up FCLP's Before Far East Tour

Carrier Air Group 11 completed what is believed to be an outstanding record before departing for the Far East aboard the USS *Kearsarge*. The air group massed a staggering 18,136 field carrier practice landings without an accident or blowing a tire.

These landings were made at NAS MIRAMAR and NALF BROWN.

Each pilot performed several no-flap passes at carrier approach speeds and all checked out in good carrier wave-off techniques. It is estimated that 22,000 actual approaches were handled by the LSO. Included in the field carrier practice landings were field carrier "power-on" landings.

CAG-11 is composed of VF-112, VF-113, VF-114 and VA-115.

RICKSHAW *boy, Lt. (jg) V. E. Curtis, CAG-11 LSO, gives RAdm. R. F. Hickey a ride on the flight deck of the Kearsarge shortly after he landed on board to take command of TF-77. The rickshaw was purchased in Hong Kong and was rigged with a small, blue two-star flag in honor of admiral's ride.*

TAD WAS NO ESCAPE FOR SAILOR

MULVEY EXAMINES ORDERS AT TERMINAL

THE JOB of air transport officer at any FLOGWINGLANT/CONTL terminal is a big one for any man. In the terminal at NAS QUONSET POINT, 38-year-old Tom Mulvey, AD1, takes his job as acting ATO in his stride.

Charged with the responsibility of coordinating the loading and unloading of FLOGWING planes at the terminal, Mulvey and his 11-man team handle everything from ensigns, engines and paper clips to propellers. Working in two sections, the men have helped establish the fine reputation the terminal enjoys among visiting pilots, plane crews and passengers.

Since cargo and passengers are the terminal's business, Mulvey was ordered to Quonset on TAD from VR-22 at Norfolk to see that the business was conducted properly. Quonset and VR-22 authorities both agree that Mulvey is the man for the job. He is a familiar figure to visiting pilots for the stocky sailor can always be found directing cargo and passenger operations.

Realizing the value of good public relations, Mulvey is always among the first aboard an aircraft on its arrival at the FLOGWING terminal. A quick briefing of the station and its transportation facilities is given in "Mulvey's Travel Talk." New arrivals, anxious to make flight connections, like it.

Drawing top billing among his many duties as air transport officer is the task of supervising the stowage of cargo aboard the planes. Weight and balance give him his biggest woes. He must insure that the plane's nose or tail is not too heavily laden. A slide-rule, especially manufactured for the job, is among his prized possessions.

FLOGWING provides a scheduled flight daily, except Sundays, from Norfolk to the north with stops at Patuxent River, Atlantic City, Quonset Point and Brunswick, Maine. The following day the plane makes the return trip via the same route. This flight and special FLOGWING flights make plenty of work for Mulvey and his men. In a recent three-month period, the terminal handled 707,735 pounds of cargo, 5,289 passengers and 4,370 pounds of officer-messenger mail. Cargo included spare parts, jet engines, propellers and other materials utilized by fleet units.

Quonset's terminal functions like a high-geared football team—11 men, an experienced coach and 60 minutes ground time alloted to each flight. Quonset, which assigns personnel to the terminal, has given Mulvey excellent support. Trucks, buses, finger lifts and barrack spaces for transit passengers are all provided.

Any "white hat" who thinks TAD is an escape to some tropical island can find out differently from Mulvey. Every flight comes under close scrutiny. A "reaction report," filed by each pilot, evaluates the service of the terminal and the cooperation rendered by the personnel. The report is designed not only to reveal discrepancies but also helps plan new improvements in the terminal's operations.

A confirmed 20-year man, Mulvey has spent all ten years of his service with transport aircraft and logistics flights. He figures he's getting the right training to join a commercial airline when he leaves the Navy.

JUST ABOUT *the biggest firecracker in the world is this 11.75" Tiny Tim aircraft rocket which furnishes a seat for Marine Corp. Doris Saienga at Kaneohe Bay, Hawaii. She was named "Miss Fireworks of 1953" by Leathernecks at Kaneohe who fired them.*

GALS TRY THEIR HANDS AT MEN'S JOBS

WHILE THE average American female contends with the daily tasks of shopping, laundering or secretarial work, there is a group of WAVES and Women Marines who are trying their hands at a man's work.

Down at NATTC JACKSONVILLE four delicate but able young girls, garbed in heavy asbestos suits, boarded a Navy fire truck for their first crack at a flaming hulk of an aircraft. While they waited for the alarm to sound, MSgt. James J. Natt, phase supervisor at the NATTC Airman Preparatory School volunteered, "They're some of the gamest girls in the world."

As Natt was talking, MSgt. Keith Rowe, assisted by three other instructors who man the school's fire mat, poured 35 gallons of high octane gasoline on old "Flaming Bessy," a slight resemblance to a Navy SB2C that has gone through 30-odd similar practice fires. A touch of a match to a trail of gasoline and "Bessy" roared again with 15-foot high flames and billows of black smoke.

The practice siren wailed and the three Women Marines and one WAVE bounced across the field, clinging to the ladders on the truck. One minute later, they were playing 800 pounds of water pressure on the bottom of the fire, getting to the base of things. Three minutes after the first hose spouted, "Bessy" lay a steaming hulk. Four happy and perspiring but still pretty faces emerged from under the large masks which had hidden momentarily any traces of "the fairer sex."

FIREFIGHTING LADIES PLAY 800-POUND PRESSURE HOSE ON THE BASE OF 'BESSY' FIRE

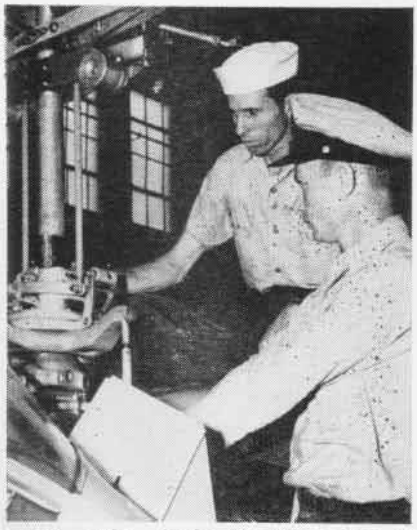
For the four women, Pfc. Marilyn Steen, Pfc. Luelle Crowell, Seaman Bette Ann Woolsey and Pfc. Jean White, it was their first fire and probably their last. It was a one-time voluntary occurrence along with many other things they learn during air familiarization, phase four, at the school.

Several months ago, the Navy lifted its ban on WAVE mechanics and Ann Alger, ADAN, of VF-931 at NAS WILLOW GROVE traded her uniform for dungarees. She had tinkered with engines since her 14th birthday and became so efficient that she opened and operated a garage in Philadelphia.

On her training cruise at NAS JACKSONVILLE, neighboring squadron personnel changed their opinion of Ann's mechanical prowess after they witnessed the comparative ease and adroitness with which she tackled troubles on *Corsair* engines. On her 1952 cruise, she proved her mechanical worthiness by completing a 120-flight-hour check on a TBM in four hours. She was quite willing to give up her yeoman's job for the Navy flight line.

RALPH GRASSO OF VF-174 EXPLAINS PART OF TAIL ASSEMBLY OF COUGAR TO ANN ALGER

MAINTENANCE MEN'S IDEAS SAVE MONEY



SPIERS, *AD1, checks plexiglas cover on slot while Nealey, ADAN (1), looks on.*

ELLYSON FIELD, Pensacola, Fla.—Maintenance men are making a record for themselves and Helicopter Training Unit One. They are on the alert to devise money-saving plans and ideas under the direction of LCdr. W. S. Lammi, USN.

Having come up with three projects, the Bell Division is ahead. "First," says Capt. G. L. Lillich, USMC, division officer, "there is the new mast boot developed by G. L. Mazzagotte, AD1."

This leather-zippered sponge rubber lined boot can be zipped on in a matter of seconds if the rubber bellows type boot has to be replaced. To replace the rubber type boot would mean about four to eight man hours since the rotor blades and rotor head would have to be removed. This new boot is an interim device and costs about $4.00 compared to $2.60 for the permanent type. However, the man-hour savings and the increased aircraft availability yields a substantial financial saving.

Another money-saving idea was that of E. H. McDuffie, ADC, who developed a method whereby the maximum engine lift of the 0335 Franklin engine has been increased by 25-30 per cent. This has been done by instituting a maintenance program of removing and reworking all six cylinders at 240 hours.

Chief McDuffie states, "Usually at 300 hours a cylinder change is required. These cylinders would need a considerable amount of work. By changing at 240 hours, we figure we save $80 on each cylinder. What we do is to dip the cylinder in liquid carbon remover and use steel wool to clean it out. Then we reassemble and put gasoline inside to check for leaks —this assures good compression.

"We not only save money on each cylinder and engine, we also cut down on the number of engines required for training, and by having a set of extra cylinders, we can change quickly and get the plane back in the air."

Capt. Lillich described another experiment now under evaluation on one

MAZZAGOTTE, *AD1 (left), explains how zippered mast boot works to Gooden, ADC.*

HTL tail rotor blade. Near the root of each blade is an inspection slot which enables the pilot and maintenance people to see whether or not the metal leading edge has cracked.

"If the slot collects a little grease or dirt," said Lillich, "the person inspecting is liable to use a fingernail to clean it out and possibly cause a tear in the fabric covering. This tear then begins to enlarge and shortly that tail rotor has to be replaced. With the help of O&R, NAS PENSACOLA, this slot was covered on one tail rotor with a thin clear plexiglas to eliminate this problem. Our fix is an interim measure until metal tail rotor blades solve this problem," says the division officer.

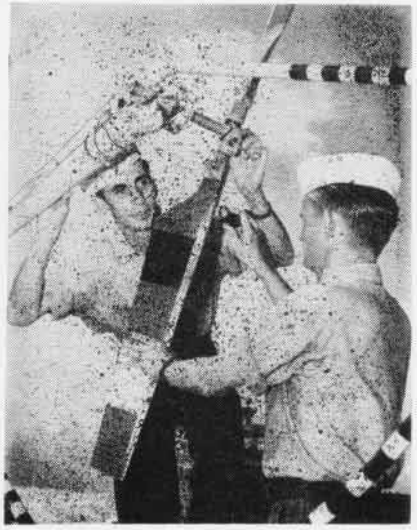
LCdr. Lammi states that the HUP Piasecki division has invented a jig to check starters which saves money. Lt. Joseph F. Smith, the division officer, is responsible for these projects.

Smith related, "In the past, we had to send defective starters to O&R. Now we can take one off a plane and have it back on in two hours. You see this jig simply checks the amount of inertia developed by the starter. We can make quick adjustments, get the right pressure and the starter is ready to go back on the plane.

"The thing we are more pleased with is the work we have done on HUP EA 70", he said. "Normally at 70 hours this engine has to go to O&R or have number three and four cylinders changed owing to sticky valves. This is caused by excessive carbon deposit caused by high temperatures in these two cylinders.

"What we have done is to put baffles between the exhaust and the cylinders and also placed two blast tubes to direct cool air against the cylinders. Both the baffles and the blast tubes have reduced the operating temperatures so that we get an additional 100 hours on the engine before a cylinder change is necessary."

LCdr. Lammi sums up the maintenance economy drive by stating, "We're not only saving money, but we are keeping our aircraft availability up to the needs of the Training Department."



COLLINS, *AE3, tests inertia of starter jig as McLearn, ADAN, explains its use.*

SMALL FLASHING BUOY TESTED

A SMALL flashing-light buoy which will enable a submerged running submarine to mark its test trail at night for airborne observers has just been successfully tested at sea under the technical direction of ComOpDev-For. The compact buoy was developed by Naval Research Laboratory (ONR).

The tests demonstrated the utility of the new buoy which was developed because it is often necessary for a submerged running submarine to mark its trail during tests involving submarines and aircraft. Although the recent trials were conducted under bright moonlight, observation from an airship at a 2000-ft. altitude showed the light flashes to be visible within a seven-mile radius.

The nominal life based on this range, assuming a 6/10 flash every six seconds is about five hours. Laboratory tests, however, indicate an actual operational life in excess of 15 hours.

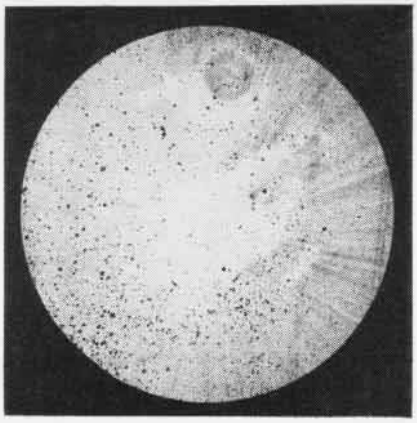
Heretofore night operations of this type have required the following procedure: (1) release of short-life flares (15-second burning time) by the submarine; (2) replacement of the submarine flares by dropping flares (45-minute burning time) from an airship; (3) and replacement of these flares every 45 minutes until the test is over. Besides requiring an airship for flare maintenance, this procedure has obvious operational disadvantages when it is desired to mark a long trail for a considerable period of time. A marker was needed which could be released from a submarine and would last throughout the test.

The flashing-light buoy which has been designed by the Optics Division of NRL can be released through the signal flare ejector tubes of a submerged running submarine at depths in excess of 1000 feet at previously specified intervals along its course. Upon rising to the surface of the sea, the buoy floats with its cylinder axis vertical and with the top of the cylinder about five inches above the water.

A battery pack in the lower half of the cylinder furnishes power for the incandescent lamp, housed within a Lucite lens-type dome. The lamp is turned on by a pressure-operated plunger-type switch in the bottom end seal of the cylinder. Hydrostatic pressure greater than 50 lbs. psi will turn the lamp on. Once it is turned on, a thermal timer, which consists of a heating coil and a bimetallic strip, and is mounted on top of the battery pack, controls the timing of the flash.

The dimensions of the buoy, 37 inches long and three inches in diameter, are approximately the maximum dimensions of a unit that can be fired out of a submarine signal flare ejector tube. The size places an upper limit on the total weight of the buoy, in turn influencing the weight limits of the component parts.

All fabricated metal parts are made of aluminum alloy with the exception of the bottom ring disk, the bottom ring plug, and the switch plunger. These are made of steel to lower the center of gravity of the buoy.



THE ARROW POINTS TO THE ELUSIVE TYPHOON

Has Anyone Seen 'Susan'?

Ship's Radar Tracks Evasive Typhoon

British meteorologists in Hong Kong were kept guessing for 24 hours about the evasive "Typhoon Susan". They failed to get reports from their aircraft weather patrols sent out to trace the storm.

Plying the South China coast during the blow, the *Kearsarge* nosed up to the raging gale and, by radar, traced the typhoon's center and direction in time to warn Hong Kong residents that "Susan" would pass within 30 miles of the crown colony. Lt. Larry E. Dunlap, ship's aerologist, said, "As far as we know, this was one of the first instances of a typhoon being successfully tracked by ship's radar."

In a letter to RAdm. W. D. Johnson, ComCarDiv One, G. S. Heywood of the Royal Observatory at Hong Kong wrote, "Radar fixes of the storm center were of great assistance to us in issuing warnings to the colony during the passage of the typhoon. We are indeed grateful for your help."

CDR. GILMORE WISHES READ GOOD FLIGHT

NC-4 Pilot Tries Hand at Jet

Adm. Read Finds Too Many 'Gadgets'

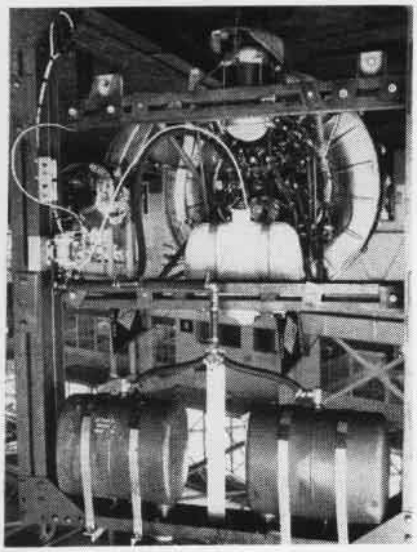
COMFAIR, JACKSONVILLE — The man who flew the 80-mile-an-hour NC-4 seaplane across the Atlantic ocean in 53 hours tried his hand here at flying a jet that could have crossed it in six.

He was RAdm. Albert C. Read, skipper of the famous first flight across the Atlantic, who went aloft in an F3D *Skyknight* of VF-11. Pilot was LCdr. Lawrence E. Flint, skipper of the *Red Rippers*.

It was Adm. Read's first flight in a jet. "The ground was sure moving past us fast!" he exclaimed as he climbed from the cockpit after the flight. He described the ride as one of the quietest, smoothest and fastest he has ever taken, but felt there were "too many gadgets" in the plane.

Arrangements for his hop were made by Cdr. Grover G. Gilmore, CO of FASRon-109, on whose chest Adm. Read pinned a pair of gold naval aviators' wings in 1939. Adm. Read retired in 1946 after commanding the Naval Air Technical Training Command.

● ALF FALLON—Adding another chapter to the long history of service to national defense, this installation has been commissioned as an auxiliary air station.



JAX NARTU TEST STAND DOES MANY CHORES

Test Stand Cuts Check Time

NARTU JACKSONVILLE — Two station-keepers have modified a QEC "L" stand so it can be used as an engine pre-oiler, a test stand for checking electrical components and preserving inoperable engines prior to shipment to overhaul.

The stand was designed by R. S. Brooks, AD2, and R. W. Kasper, AD2, of the engine build-up shop. The stand has the following accessories added: two 16-gallon water tanks incorporating immersion heaters for pre-oiling and preserving; a water pump assembly with ¼ hp motor for pressure, and two switches to operate the pump assembly, engine starter and related electrical equipment.

An auxiliary power unit is used for starting and the stand has a 24-volt system. The reworked stand reduces time required to do the jobs and eliminates the task of removing newly-installed engines which do not function properly during initial run-in due to internal trouble.

New Altitude Unit Installed

East Hartford, Conn.—Pratt & Whitney Aircraft has added a 50-ton metal altitude chamber to its jet-testing equipment at Andrew Willgoos Turbine Laboratory, the country's most complete company-owned jet development facility.

Designed and developed by P&WA's experimental test equipment engineering group, the chamber will be used to test full-scale turbojet and ramjet engines and their major components under altitude conditions.

The huge tank, 45 feet long and 12 feet in diameter, will be installed in one of the three new test cells now under construction. The cells are scheduled for completion shortly.

Another chamber, identical with the first, will be delivered soon for installation in one of the other new test cells in the laboratory.

NEW 50-TON ALTITUDE CHAMBER IS DELIVERED

LIFE-SAVING *device for infants born at MCAS Cherry Point is demonstrated by Lt. (jg) Virginia Hockens, Navy nurse, as she puts a new-born baby in the "Isolette" at the station infirmary. To save premature babies, the chamber regulates oxygen, temperature, humidity and air circulation within the glass enclosure illustrated above.*

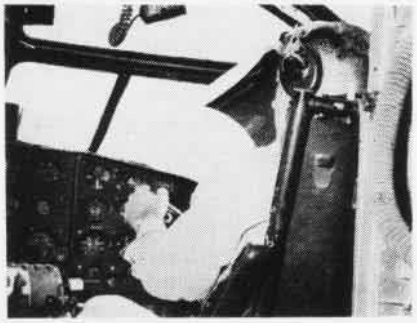
Canopy Release Gimmick

The next time LCdr. A. R. Hawkins of *Blue Angel* fame finds himself at 29,000 feet in a disabled *Cougar* with the canopy stuck, he won't have to jettison through the plexiglas, for two sailors at Fleet Air Jacksonville have perfected a fool-proof manual canopy release.

VAdm. J. J. Ballentine, ComAirLant, has presented the two, W. F. Burke, AD1, and F. E. Fuquay, ADC, with commendations for their invention. Burke and Fuquay are both attached to VF-173 currently operating in the Mediterranean on the *Wasp*.

Designed for emergency use in case the primary canopy ejection system of an F9F-6 fails, the new development will permit manual release of the canopy.

Adm. Ballentine lauded the simplicity and ingenuity of Burke's and Fuquay's mechanism, a life-saving development.



A NAVCAD *practices blind flying with the new combination of standard earphone headset plus one sheet of curved plexiglas. The new gear in use at ATU-601 at NAS HUTCHINSON was designed by the unit's flight instructors who tutor on the P2V Neptune. NavCads will use the hood in 20 hours of instrument flying they receive.*

VF-153's Knee Pad Device

The pilots in VF-153 aboard the *USS Princeton* have worked out a useful device after trying the usual experiments. They have discarded the Mk 7 plotting board as too heavy, calling it "the stone tablet."

Others have used the Douglas and Grumman pads, but these are sometimes difficult to obtain. They also present problems during catapult shots when the filler cards come loose and blow around the flight deck.

Many have used the time-honored system of scribbling flight data on their flight suits, gloves, etc. After several flights, however, writing space becomes scarce.

But here is one idea that is working out well in Korea. A sheet of heavy acetate is secured to the flight suit with an opening at the top. Flight data is then placed on the flight plan card and inserted in the pocket. Any last minute changes of target or special information can be quickly written on the face of the pocket with grease pencil.

THIS KNEE PAD HAS PROVED ITSELF IN ACTION

ALL-WEATHER TRAINER VERSATILE

(L. TO R.) J. W. CAUBRE, TD1, B. E. MAKIN, TD3, AND J. CARDWELL, TD1, CHECK TRAINER

A MULTI-ENGINE instrument trainer that will simulate every known facet of foul weather flying except a G pullout is now being used to train NavCads at NAS HUTCHINSON.

The cockpit, which is a cross between the P2V and the R5D, is an entirely enclosed cabin. The windows are painted so that it will appear the trainer is "flying" through thick, stratus clouds. The instrument panels boast the latest in red lighting.

Designated the 2F-25, the trainer was constructed by the Engineering and Research Corporation after the Navy requested an instrument trainer that could do everything but cause a blackout. The trainer is electronically controlled, operated by a technician seated at a large panel beside the cabin.

It is this operator who becomes "Foul Weather Charlie" and transforms the large cockpit into a sweatbox for fledgling aviators.

Icing? Watch your instruments and you'll see the realistic indications of ice on the propellers, or in the carburetor, or in the pitot tube.

Cumulo nimbus weather? Here it comes, complete with the clap of thunder, the turbulence, and the flashes of lightning that could cause and have caused temporary blindness in flight.

Steady, NavCad, or you'll miss that fuel gauge malfunction. Watch those instruments. Quit scanning and you're dead—figuratively.

And for those who have mastered the simple art of flying through miserable weather, the operator may also cut out the lights, or a part of them, give you nothing but needle ball and altimeter, and any other emergency which may arise in a "mince pie" nightmare.

The trainer also provides standard low frequency range navigation, or the pilot may select to navigate by Omni range. After arriving at the destination, a range let-down, a ground-controlled approach or an ILS approach is available.

Cdr. W. J. Lahodney, ground training officer, is proudest of the fact that civilian technicians were not needed to assemble the two complete trainers. The Navy technicians were like small boys with a new Erector set when the trainers arrived. Five days after the trainers were received, they were ready for use. This is something of a record, considering the ten-door panel of fuses, circuits, and cross circuits which make up the electronic monsters.

H. L. Pace, ADC, J. W. Caubre, TD1, J. Cardwell, TD1, and B. E. Makin, TD3, were responsible for the record time made in getting the trainers ready to operate.

New Midget Intercom System

LOS ANGELES—A minature intercommunication system small enough to be held in a pilot's hand has been designed by North American Aviation for the firm's new Navy T-28B trainers now in production.

The lightweight unit provides for communication between cockpits, for receiving any of six separate communication and navigation signals, for handling a command signal, and for transmitting.

In the two place T-28B trainer, a control panel in each cockpit supplies instructor and student with a selection of six incoming signals from the aircraft's various radio equipment.

Adaptable to military aircraft other than the T-28B and to commercial airplanes, the pigmy-size intercom set has design features insuring against failure during operation. Using miniature electronic parts to save cockpit space, the unit is only 3¾" high by 5¾" wide and 7⅜" deep and weighs about four pounds. Each control panel is located so that a pilot in full flying gear can manipulate interphone controls with either hand.

Latest techniques of electronic design have been used in the intercom's amplifiers and other integral units—electronic packages that can be inserted like a common electric wall plug. Such packages can be plugged in or removed from a control panel without disturbing wiring or internal components, helping to keep maintenance and repair costs low.

The system can take prolonged exposure to salt spray, temperatures ranging from a polar 67° below zero to 185° above zero, as well as rough vibration and sudden shock as high as 30 G's, or 30 times the force of gravity. It's a rugged system.

CHIEF *Dan D. Noulin at NATTU Philadelphia has developed a mockup of a Mk. 5 arresting gear engine. Here he uses the device to show students important points.*

AVIATION ORDNANCE

Could This Happen to You?

One young seaman learned the hard way. From the window of the parachute loft where he was on duty one night, a young seaman watched the airfield controller signal the landing aircraft by Very pistol flares. The seaman had never fired a Very pistol or similar projector. He had been given no instructions in handling such equipment, but his curiosity got the better of him when he found a box of miscellaneous gear near by.

Among the unauthorized junk in the box was a Mk 4 hand projector, a couple of No. 10 signal light cartridges and a Mk 4 Mod 3 miniature bomb signal. When night flying was all over, he took the Mk 4 hand projector and the largest of the cartridges (Mk 4 Mod 3 miniature bomb signal) and sallied forth to try out the equipment. He had some difficulty in making the miniature bomb signal fit the Mk 4 hand projector and after he forced it to a reasonable semblance of a fit, it looked a bit odd to him protruding as it did beyond the muzzle. But undaunted, he pulled the plunger and released the firing pin, whereupon the cartridge exploded, ripping open the barrel of the projector in his hand, injuring his hand, necessitating amputation of two fingers. A long hospitalization period ensued.

Unfortunately, it sometimes takes stupid accidents like this to jolt responsible officers and petty officers into realizing that they must do more than just "post" the instructions, rules and safety precautions. They must, in addition, satisfy themselves that the young fellows under them KNOW and UNDERSTAND the rules, then they must INSPECT often enough, and thoroughly enough to insure that those rules are carried out.

Feed Chute Adapters

Link guides in certain models of aircraft, which were installed in compliance with *Navordinst 8710.7* of June 1953, protrude too far from the mouth of the feed chute adapter of the 20-mm feed mechanism AN-M2 to permit latching of ammunition feed chute adapters. Modification of these link guides will be necessary.

Instructions for accomplishing this work will reach the fleet in the form of *Navordinst 8710.7* Supplement 1, in the near future. Therefore, it will not be necessary to comply with the basic instruction until supplement 1 is received. Upon receipt work should be done as indicated.

"TOO WARM FOR YOU, JONES?"

Attention Supply Activities

The Bureau of Ordnance is engaged in a comprehensive fractionization program for the improvement of inventory management. In the execution of this program, intensive efforts are directed toward eliminating all items which are not current items under the inventory control management of BUORD.

Navordinst 8600.1 of 22 September 1952 transferred inventory control cognizance of all .30 and .50 caliber aircraft machine guns, including accessories and spare parts, and the pyrotechnic equipment termed as aviation ordnance material, from BUORD to the Ordnance Supply Office, effective 1 October 1952.

BUORD has written hundreds of letters to activities in the aviation ordnance supply system correcting erroneous stock reporting. Most of these letters would not have been necessary if supply activities had complied with existing directives. All supply activities should make every effort to correct their stock records at once and make sure that they are complying with all current directives pertaining to the supply of aviation ordnance equipment.

New Allowance List Out

NAVORD List No. 20870, REV I has recently been published and forwarded to all aviation activities. This revision supersedes REV H of NAVORD List 20870 of 1 October 1951 and all changes thereto.

These allowances have been established to insure that aircraft-supporting activities have adequate spare equipment, parts, tools, and supplies to maintain all aviation ordnance equipment other than explosives and pyrotechnics authorized for use on naval aircraft.

This list is to be used as the authority for such activities to requisition material.

Attention is called to supporting activities' responsibility to have available, as far as possible, aviation ordnance equipment for operating squadrons as required. It will also serve as a guide to local supply activities in stocking for issue, material required to support squadrons, air groups, and wings based in the area.

New Relative Motion Trainers

NAAS SAUFLEY FIELD—A few months ago, small wings were attached to several of the three-wheeled scooters, and a new training system was devised to teach relative motion to the trainees here.

Now BTU-2 has received five new three-wheeled trainers, especially built for relative motion under simulated flight conditions. Equipped with friction clutches that simulate regular SNJ throttles, the trainers will be used to teach throttle control, relative bearing, and sequence of maneuvers during rendezvous and break-up.

Using off-duty runways or the mat area, two students and one instructor will "fly" the scooters in a two-plane sequence.

The majority of the students who have used the trainers feel that they have picked up a great deal of information and have a clear picture of relative motion.

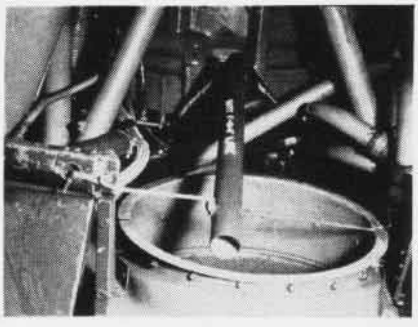
Easier F6F Sump Cleaning

NAS MINNEAPOLIS—Robert M. Carstenbrock, AD-2, and O. L. Huttner, AD-2, have suggested an efficient and convenient method of draining the sumps on F6F aircraft with no oil spillage.

This is done by attaching the sump drain funnel to the accessory section by metal hooks and bongee cord. The top of the funnel is hooked to the oil lines leading to the rear of the accessory case. The lower part of the funnel is then attached to the waste tank.

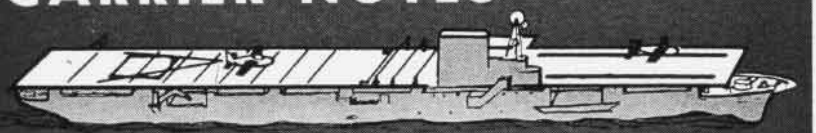
The purpose of the bongee cord is to allow the necessary amount of movement needed to remove the main oil strainer. The spout of the funnel should be made at least 1¾ in. diameter to allow passage of sump plugs.

The drain can be constructed from scrap aluminum or pieces of sheet metal.



FUNNEL, TUBE MAKE SUMP DRAINAGE EASY

CARRIER NOTES



BUREAU OF AERONAUTICS—SHIPS INSTALLATIONS DIVISION

Steam Catapult

The Navy's new steam catapult will be a prominent feature in the Navy's carrier conversion program.

The *Hancock* will be the first modernized carrier to be outfitted with steam catapults. She will re-enter active service in the near future.

Six of the *Essex*-class carriers, one of the *Midway* and three of the *Forrestal* class will have steam catapults as follows:

Essex class: *Yorktown, Intrepid, Ticonderoga, Lexington, Bonne Homme Richard* and *Shangri-la.*

Midway class: *Franklin Roosevelt.*

No carriers of the *Forrestal* class have yet been completed.

With an increased launching power, between five and six times greater than the current hydraulic models, the new catapult can launch the latest high performance jet aircraft even when a carrier is headed down wind or is in dead calm.

Wire Rope Terminals

Since reports from the Fleet indicate that difficulty has been experienced in meeting requirements regarding total elimination of torsional movement of the zinc in the threaded-type pour terminals (Arresting Gear Bulletin No. 52), Arresting Gear Change No. 27 and Arresting Gear Bulletin No. 56 are being issued.

Change No. 27 authorizes modification to inner grooving of poured terminals by adding longitudinal grooves designed to resist torsional reaction of the zinc slug in the terminal. Bulletin No. 56 cancels Bulletin No. 52, modifies the method of drying the broomed-out ends of the wire rope, and eliminates other requirement of rejecting poured terminals owing to the presence of the torsional plug.

Plane Engine Noise Study

As a result of a BUAER conference attended by representatives of BUAER, BUSHIPS, Benox Group, ONR and NATESTCEN, comprehensive engine noise surveys were conducted aboard the USS *Coral Sea* during the period 26-29 OCT 1953.

These tests were designed to determine the possible bio-acoustic effects of high intensity aircraft engine noises on flight deck personnel. Preliminary results of these tests indicate that it will be feasible, from the acoustical standpoint, to operate present afterburner-equipped aircraft from carriers provided that personnel in critical flight deck areas are equipped with suitable ear protection devices.

H2 Catapults

H2 Catapult Change No. 32 has recently been issued covering modifications and tests to permit operating at launching pressures of 3,500 psi. It is intended that this change be incorporated on CVL-48 and CVE-105-class vessels. Incorporation of this change is beyond the capacity of the ship's force and requires modification by shipyard during an overhaul period.

Tests recently completed at the NAMATCEN obtained calibration data for H2 catapults in the weight range of 16,000 to 25,000 pounds. This information will be furnished operating vessels as soon as it becomes available in order to permit utilization of the 3,500 psi launching pressure.

NAMATCEN received information from USS *Cabot* regarding a type of shuttle puller which has proved to be very successful aboard that vessel. Manufacturing plans of this puller are completed and have been issued to all vessels operating H2 catapults as Type H, Mark 2, Mod 1 Catapult Bulletin No. 89. This modification which is within the capacity of the ship's force is considered a mandatory change.

Ready Rooms

Squadron ready rooms on the USS *Forrestal* are being provided with a curtain so that each can be turned into two sections. Each section will be furnished with bulkhead-mounted sliding panels for use of the briefing officer in his presentations. These panels will be large enough to accommodate the type of large chart used extensively in the Korean campaign.

A desk for an intelligence officer will also be provided. This will be in addition to the one used by the Duty Officer. With curtains opened, the entire room can be used for lectures or showing of films.

● MCAS CHERRY POINT—Most popular man in MAW-2 is Cpl. R. L. Senor. When not busy at his duties as HEDRON 2 discharge clerk, he assists as a relief for both the pay check and mail clerk.

Mach Figure on Computer

Navy jet pilots who deal with mach numbers and knots will be interested in an idea developed by Squadron Leader D. F. H. Grocott of the RAF to convert from one to the other.

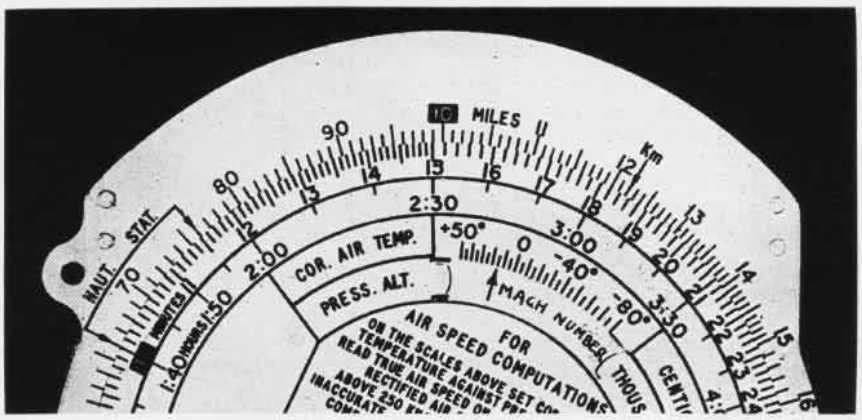
His idea works as follows:

Set 10 on the minutes scale of the Dalton computer against 660 on the outer scale. Against plus 15° C in the airspeed computation window put a pencil mark—which we will call the Mach number index.

The computor may now be used to convert Mach number to true airspeed and vice versa. For example:

To convert Mach number to TAS—Mach number .72; temperature —20° C. What is true air speed? Set Mach index to —20° C; against .72 of the inner scale read TAS 445 knots on the outer scale.

To convert true air speed to Mach number—TAS is 483 knots; temperature —60° C. What is the Mach number? Set Mach index to —60° C; against TAS 483 on the outer scale read Mach number—.85 on the inner scale. It sounds easy.



SIMPLE ARROW ON COMPUTER HELPS CONVERT TRUE AIR SPEED TO MACH NUMBER AND BACK

LETTERS

SIRS:

In your December issue, the present VR-8 has been designated "The Navy's Most Distinguished Transportation Squadron" and VR-11 which was commissioned in September 1943 as its predecessor.

The "original" VR-8 was actually commissioned in October 1943 and was operated in a manner that was not without distinction. It was the first VR squadron to receive the *Mars* which set a non-stop 4,000-mile record to Natal under the command of the late Cdr. Bill Coney. With 15 PBM-3R aircraft, it set what is believed to be an all-time daily utilization record of 8.3 hours for that type of plane.

It trained hundreds of pilots, navigators and flight engineers who were later utilized in VR-2, VR-11, and VR-6 in the Pacific. Although its mission was primarily training, it hauled thousands of tons of cargo and passengers on the Patuxent, Bermuda, San Juan, Natal route without a single major accident. This was accomplished even though in a single month an average as high as 22 single engine operations was encountered because of engine failures, many of which were experienced at night over the North Atlantic.

The trade mark of the original VR-8 was the conventional eight ball. Its motto was, "Get in front of the eight ball, not behind it."

W. F. McDONALD
CDR., USNR

¶ Cdr. McDonald was operations officer for the "original" VR-8.

★★★ ★★★

New Aviation Safety Division

The establishment of an Aviation Safety Division, Op-57, has been approved by the Vice Chief of Naval Operations. The new division will be headed by Capt. J. P. Rembert, Jr., and will be composed of the following sections: Personnel-Caused Accidents Section, Material-Caused Accidents Section, Safety Literature and Education Section, Aircraft Accident Investigations Section and an Aero-Medical Section.

SIRS:

Enclosed is an editorial of the New Haven Evening Register of 5 December which should be most gratifying to those people who have played a role in the evolution of our survival equipment.

The editorial certainly points up the fact that the general public knows little of the protection afforded Navy pilots and crewmen and that, once they find out, they are duly appreciative and greatly impressed.

Furthermore, this incident exemplifies the quick cooperation of civilians in rescue efforts under adverse conditions, i. e., searching at night in fog and cold weather in poorly-equipped open boats. We should keep this in mind if ever the situation is reversed.

ANDREW K. SIMMONS, LCDR.
NROTC, YALE UNIVERSITY

¶ The editorial referred to was in connection with the rescue of the two Navy airmen who plunged into Long Island Sound. The story of their rescue appears on pg. 13.

S:RS:

The December 1953 issue of NAVAL AVIATION NEWS carries an article distinguishing VC-62 as the only Atlantic coast squadron to operate the F9F-6P. VMJ-2 takes you to task. We received our first two F9F-6P's on 29 July 1953 and have since that time flown 827.5 hours. Reflected in the total hours are 157 photographic missions.

We wish to welcome VC-62 to the *Cougar* Photo Club.

E. W. TURCOTTE
MAJOR, USMC

SIRS:

Since I was a naval aviator in the earlier days of the business and am still around it, I read your December feature "By the Numbers" with great interest. It was a fine article, however I believe that Capt. W. W. Townsley, NA #320, now on CNARESTRA's staff, rather than Capt. Alvin O. Preil, NA #539, is the earliest naval aviator still on active duty.

Other early birds still wearing their blue suits are Capt. P. T. Stonemetz, NA #2029, Capt. P. E. Gillespie, NA #2288, Cdr. Leland Noble, NA #2104, Cdr. J. Barry Holton, NA #1888, Cdr. W. H. Ginn, NA #2306, and Cdr. George Glenn, NA #2361.

T. H. RENTZ, CDR.
NA #2567
NARTU ANACOSTIA

CONTENTS

● PICTURE CREDITS

Early catapult pictures on pgs. 2 and 3 come from the personal photo albums of Capt. W. I. Chambers. Back cover shot of the "Blue Angels" was taken by Capt. R. B. Phillips, MC, NARESTRACOM, during air show at NAS OLATHE.

● THE COVER

The famous Blue Angels exhibition flight team, probably the best known "Faces in Naval Aviation" are presented on the cover this month. They are, left to right, Lt. Wallace Rich, Lt. (jg) Roland E. Aslund, Lt. Francis J. Murphy and LCdr. Arthur R. Hawkins, officer in charge until recently.

● THE STAFF

LCdr. Matthew H. Portz
Head, Aviation Periodicals Unit

Lt. Dorothy L. Small
Managing Editor

Izetta Winter Robb
H. C. Varner, JOC
Associate Editors

Cdr. Charles A. Collins
Edward L. Barker
Contributing Editors

Doris E. Ingalls
Editorial Assistant

James M. Springer
Art Director

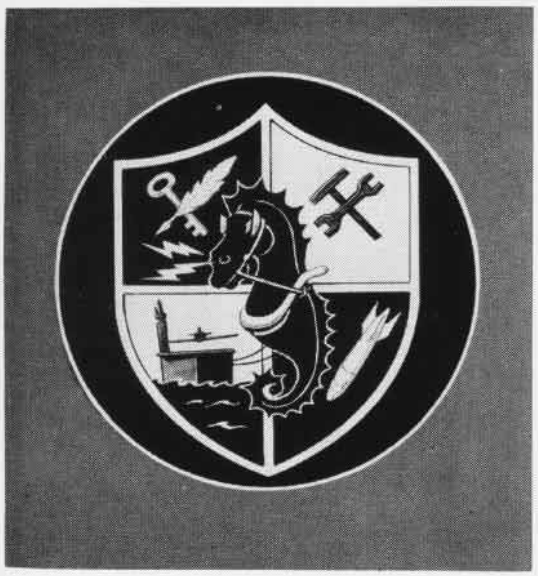
● Printing of this publication has been approved by the Director of the Bureau of the Budget, 31 March 1952.

NAVAL AVIATION NEWS

Published monthly by Chief of Naval Operations and Bureau of Aeronautics to disseminate safety, training, maintenance and technical data. Address communications to Naval Aviation News, Op-05C4, Navy Department, Washington 25, D. C. Office located in room 5D628 Pentagon. Phones 73685 and 73515. Op-05C4 also publishes the quarterly Naval Aviation Confidential Bulletin at the same address above.

SQUADRON INSIGNIA

THREE "Workhorses" are shown in this month's insignia. FASRon-4's seahorse symbolizes its workhorse role with the four sections of the shield representing its services. FASRon-121's blue winged seahorse signifies naval aviation, wrench and hammer indicate its service functions. FASRon-109's *Busy Beavers* offer service in any kind of weather with rain clouds and sun. HS-2 has a trident, lightning and submarine for mission of locating hostile subs, keeping them under close watch until necessary power is summoned to destroy them.



FASRon-4

FASRon-121

FASRon-109

HS-2

THE NAVY'S 'SHOWCASE'

The "Blue Angels" are the "showcase" for Navy combat tactics. Naval Aviation News is the "showcase" where you read everything new in naval aviation. You can subscribe by sending $2 to Superintendent of Documents, Government Printing Office, Washington, D. C.