

NAVAL AVIATION

NEWS



45th Year of Publication

FEBRUARY 1964

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'THE NAVY HAS A NUMBER OF ROLES

One of the roles is the role as a contribution to the deterrent Carriers have a role not only in the deterrent, but also in the support of limited war, of our foreign policy, I think a growing role As one looks at the power of our carrier strike forces, these are greater than they were three years ago, and I think they'll be a great deal greater ten years from now For the remainder of this decade at least, we will need fifteen attack carriers to fulfill our foreseeable commitments.'—The Honorable Paul H. Nitze, Secretary of the Navy, on December 3, 1963.



Selected BEST INTERNAL PERIODICAL 1963-64 by Federal Editors Assoc.



FORTY-FIFTH YEAR OF PUBLICATION FEBRUARY 1964

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■ THE STAFF

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■ COVERS

Lt. Scott Ruby of VFP-63's Detachment A, flying his RF-8A Crusader, took the cover photograph of VF-21's F-4B Phantom II's near their home station, NAS Miramar. . . . Above is one of the USS Ticonderoga's F-8 Crusaders flying above the carrier on which it is based.

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NAVAL AVIATION NEWS

Moroccans Have Kenitra U.S. Navy has Transferred Control

Official control of the former U.S. Naval Air Station at Port Lyautey has been turned over to the Moroccan government. American Ambassador, John H. Ferguson, marked the event in December ceremonies with Moroccan Foreign Minister Ahmed Reda Guedire assisting. Capt. Robert D. Cox, Jr., Commander, U.S. Naval Activities, Kenitra, was also present with other officials.

The Moroccans are now using the base for their Army. However, some American servicemen remain in technical jobs to help train new personnel in maintenance and operating procedures.

Squadrons Get New Titles Cherry Point Units Redesignated

Two units of the 2nd Marine Aircraft Wing based at MCAS CHERRY

POINT have been redesignated. Marine Aircraft Repair Squadron 27 (MARS-27) is retitled Marine Aircraft Maintenance Squadron 27 (MAMS-27). Marine All-Weather Fighter Squadron 115—VMF(AW)-115—has become Marine Fighter/Attack Squadron 115 (VMFA-115). Effective date for the changes was January 1, 1964.

New Ship is Commissioned Combat Store Ship First of Type

The first of a new class of Navy ships, the USS *Mars* (AFS-1) was commissioned in late December at the Long Beach Naval Shipyard. A combat store ship, it is designed to replace the present Store Ship, General Store Issue Ship and Aviation Supply Ship used in underway replenishment operations.

The *Mars* will carry one-half to two-thirds the provisions handled by the Store Ship, about the same amount of

general cargo as in the General Store Issue Ship, and the same amount of aviation supplies transported by an Aviation Supply Ship. It will use two cargo helicopters to expedite supply delivery to Fleet units. The *Mars* is also equipped with four 3-inch .50 caliber rapid-fire twin mounts.

After a month in the shipyard during which the first issue of supplies was loaded aboard, the *Mars* reported to the Commander in Chief, U.S. Pacific Fleet, for shakedown training.

The *Mars* is assigned to the Pacific Fleet Service Force and is home-ported at San Diego. Capt. R. C. Medley is C.O.

Unit Serves All Services Navy's Oil Analysis Successful

The Spectrographic Oil Analysis Program, instituted by BUWEPs and carried out by O&R Materials Laboratory at Pensacola, is serving not only Navy units but also other services.

The 934th Troop Carrier Group, Medium (Reserve), of the U. S. Air Force, recently reported the highest average engine life in the Continental Air Command on the R-3350-89A engines. The AF outfit attributed its success to the Spectrographic Oil Analysis Program in which the Air Force participates.

Other participants include Army and Coast Guard units. Government contractors who are developing and testing new aircraft engines and transmissions also benefit from the program.

A recent alert by message from the Pensacola Oil Laboratory noting a critical iron content in a number of 3350 engines led to the discovery of discrepant oil pumps which were worn to such an extent that failures in flight were imminent.

This service is designed to detect impending failures before they occur by measuring microscopic particles of wear metals in the oil system. It is ex-



LT. EDWARD F. BRONSON (left) bears the citation, accompanying Air Medal he received, being read by Col. F. H. Vogel, Jr., USMC, aide to SecNav. Lt. Bronson's C.O., Cdr. R. R. Renaldi, second from left, holds the medal which SecNav Paul H. Nitze presented after the reading of the citation. Lt. Bronson earned medal while serving as a pilot advisor to the Vietnam Air Force as a member of the U.S. Advisory Team. He is a member of Attack Squadron 45.

plained in detail in BUWEPs Instruction 4730.8 of 5 June 1963.

The movie, "Oil Analysis, Determination of Condition of Aeronautical Equipment by Analysis of Used Oil Samples" (Film Number MN-9585), explains the methods and techniques used and has been distributed throughout the Navy. Units may obtain the film from their local aeronautical film library.

Arrivals at Moffett Field Wing Staff and VP-9 Now There

A new command and another Navy patrol squadron have arrived at NAS MOFFETT FIELD.

The first arrival in January was Commander Fleet Air Wings Pacific which has administrative, training and logistics control over all Pacific Fleet patrol squadrons. The other was VP-9 which came from NAS ALAMEDA.

ComFAirWings Pacific is staffed with 15 officers and 30 enlisted personnel. It has administrative control of these air wings: FAW-10, NAS MOFFETT FIELD; FAW-1 with the Seventh Fleet; FAW-2, NAS BARBER'S POINT; FAW-4, NAS WHIDBEY; FAW-6, MCAS IWAKUNI, Japan, and FAW-14, NAS NORTH ISLAND.

T-39 in Fast Delivery Hop Cross Country in under 4 Hours

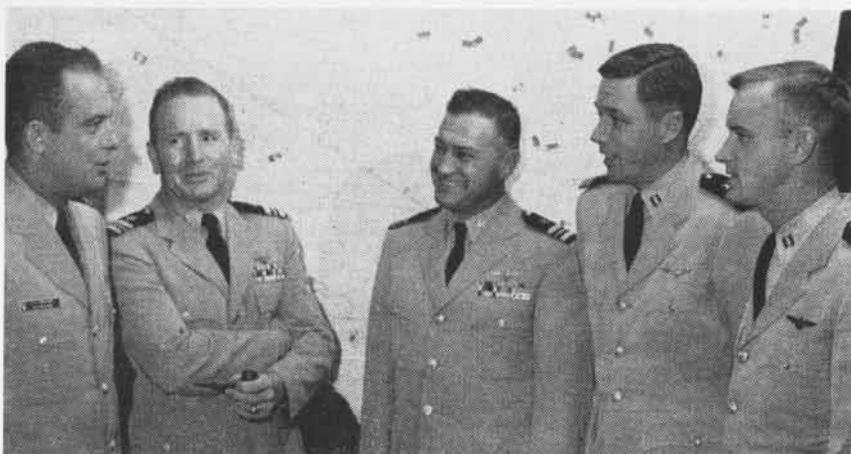
Only three hours and 55 minutes after takeoff, the first T-39 aircraft to fly non-stop, coast-to-coast, landed at NAS GLYNCO, Ga., December 21, 1963.

Piloted by Cdr. Thomas J. Beare, Aircraft Maintenance Officer, and co-piloted by Lt. J. L. Wilson, the aircraft completed the flight from North American Aviation Co., Los Angeles, with over 950 pounds of fuel remaining—enough for more than 40 minutes flight time.

Travelling at 485 knots, Cdr. Beare piloted the twin jet aircraft over the 1911 miles without refueling. This was made possible by "good winds and excellent flying conditions."

This T-39 aircraft marks the eighth that Glynco has received since the first was delivered there August 9, 1963.

The new aircraft, which is being used at Glynco for radar intercept training, is a low wing, twin jet type configured for a crew of six men.



OFFICERS DIRECTING Navy's Chuting Stars pose after change of command ceremonies at NAS Pensacola. From left to right, they are Lt. Herm Bischoff, former assistant OinC; LCdr. Bruce Cobb, OinC for past two years; his relief, LCdr. M. Pete Jarina; Lt. Bill Agee, assistant OinC; and Lt. Tom Craddock, new public relations officer. Formed in 1961, the parachute exhibition team is training this month at El Centro and will appear at Key West February 28.

'Stars' Complete Season Parachutists End 1963 in Arizona

The Navy's Parachute Exhibition Team, the Chuting Stars, climaxed their 1963 season of performances at the dedication of the new terminal at the Tucson International Airport in mid-November. The event marked completion of 57 exhibitions. Only

seven were cancelled by bad weather.

The Stars demonstrated parachuting tactics before an estimated four million spectators and traveled about 75,000 miles throughout the year. Since its origin in 1961, the team has logged 5270 jumps with a cumulative free-fall time of 66 hours. During the 1963 season, over 2100 jumps were logged.



NEWEST MEMBER of the U.S. Navy's "Venerable Order of the Gray Eagle," RAdm. Kovert Goldthwaite, accepts a replica of the award from the flier who previously held it, VAdm. Wallace M. Beakley, USN (Ret), right. The presentation was made January 7 at the Mustin Beach Officers' Club, NAS Pensacola, before an assemblage of more than 150 Naval Aviators, their wives and invited civilian guests. Adm. Goldthwaite is ComFAirfax and ComNAB, 6ND. The Gray Eagle title belongs to the Naval Aviator on active duty having the earliest designation date.



GRAMPAW PETTIBONE

The Wobbly Wiggler

A Play

Place: Naval Air Station, West Coast

Time: Midsummer

Star: Proficiency Pilot

Flight: 3.2 hours thus far

Altitude: Varies (unknown to author)

Act I

(A T-33 is airborne, pilot in cockpit, oxygen mask over pale face. He looks ill. His fingernails are bluish. Pilot is 'wiggling' control valves, knobs, drawstrings, doors, hatches and ladders on the oxygen regulator. He is having a hard time breathing. Suddenly, a look of relief comes over his face, and he begins to breathe easily again).

PILOT

Finally got the d..... thing working again. Thought for a while it was broken. Must have been my imagination. Didn't want to have to come back for another flight this month anyway. Well, it's working now, might as well continue with the hop. Only a couple of hours left.

Act II

(On deck in line shack, pilot is writing on yellow sheet)

Check front cockpit O2 regulator. Hard to breathe on dilute (normal). Started feeling bad; blue fingernails, etc. Went to 100%. 100% O2 worked O.K. for most of hop. After wiggling all the knobs on regulator, it worked O.K. in 100%.

End of Play

Critic Writes:

Very poor performance by star. Shows lack of good judgment. Many improvements could be made by star. Other future stars take notice of the following suggestions in same type situation:

1. Land as soon as possible. You may have hypoxia.



2. Tell troubles on yellow sheet, completely.

3. Go to sick bay and let the doc check you over for hypoxia.

4. Get your flight time another day.

If this performance is not improved on by the star, the following people could suffer:

1. Mother, father, kids, wife—all would cry.

2. Commanding Officer—sad and angry at losing pilot and aircraft.

3. Safety Officer and Accident Board—mounds of paperwork and effort to find cause.

4. Ol' Gramps would have fits.



Grampaw Pettibone says:

Fits, nuthin! I'm havin' internal rumblings and cataclysms. You just don't mess around with a thing like your oxygen system. You get the bird on the ground immediately and have an experienced man correct the trouble! The only thing this lad demonstrated on this flight was a gross lack of headwork.

This two-act play submitted by an experienced parachute rigger is an outstanding example of "what not to do." Sure makes Ol' Gramps proud to know that the author and thousands of other conscientious guys like him are genuinely concerned about problems we throttle jockeys face.

FMLP Hazard

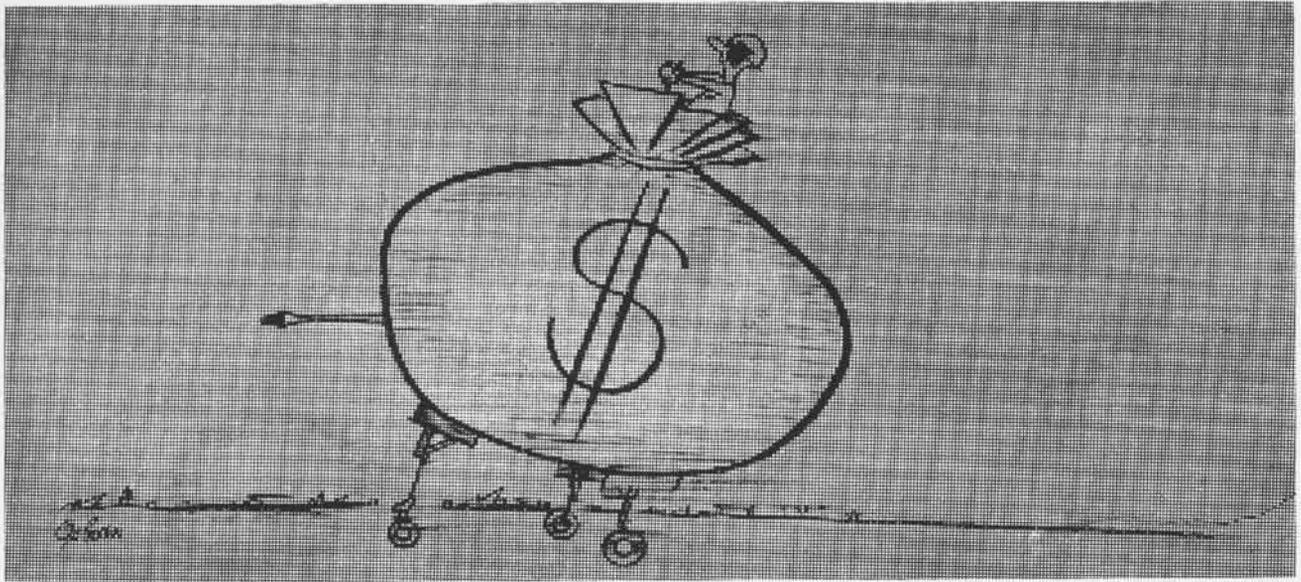
An A-4B pilot assigned to a Marine squadron was scheduled for his first FMLP flight at an air station in Hawaii. As this was the pilot's first MLP period at this particular field, special emphasis was placed on pilot technique, effects while on glide slope, and the landing area. The pattern and runway to be used were covered in the briefing, but the LSO failed to mention that portable runway lights were positioned on both sides of the left half of the duty runway. The right boundary of the FMLP area was, in actuality, the center line of the runway.

The pilot launched and proceeded to an assigned area where he practiced slow flight and burned down to landing weight before entering the FMLP pattern. He reported the 180° position and commenced his first controlled field mirror landing approach. The approach was normal in all respects except that the pilot was a little deep when he turned final. Just before the pilot's turning final, the LSO advised him to line up on the white line in the center of the runway.

The pilot picked up the meat ball and flew it to a landing. Just after touchdown, he added power. As he did so, he felt the landing gear contact an object on the runway. As the aircraft became airborne, the pilot asked the LSO what he had hit and was informed that the nose gear had collided with two of the six portable runway lights positioned along the right side of the FMLP landing area.

The pilot attempted to retract the gear but got an unsafe indication on the nose gear, so he then lowered the gear and got good indications on all three. He then made a low pass for inspection by the LSO. There was no apparent damage; normal landing was accomplished. The nose tire blew upon landing, but that was anticipated by the pilot. The aircraft was placed in a down status for a thorough inspection of the wheel wells for damage.

ILLUSTRATED BY *Osborn*



The pilot proceeded to the end of the FMLP runway to observe landings with the LSO and to familiarize himself with runway configuration.



Grampaw Pettibone says:

Egad, lads! Somebody could have got hurt, not to mention the possibility of bustin' up one of Uncle's costly aircraft and all just because of an incomplete briefing and inattention to details.

In a situation like this, with obstacles on the runway, all pilots, regardless of the number of landings they have made, should be cautioned prior to each hop. This was the first FMLP period for the gent at this air station, yet no one thought to caution him of the boundary light in the center of the runway or tell him exactly what part of the runway was the intended landing area.

The accident board recommended that each pilot be required to observe at least one period of FMLP with the LSO prior to their first flight. I'll buy that 100% for more reasons than one, but just what is wrong with unplugging the portable lights and removing them for all daylight operations? Remember, accidents like this particular one don't just simply happen.

Memo from Gramps

In this business of taxiing, you're on firm ground when you avoid soft shoulders, concentrate on the area up front.

Costly Taxi

An A-4 detachment from a deployed VA squadron was temporarily based at an air station in WestPac while the carrier was anchored in the bay. Prior to coming ashore, all pilots were advised that ramp space was at a premium and extra caution should be exercised while taxiing. All pilots operating from the beach had flown at least one day hop before night operations and were aware that there were certain taxi hazards in the area.

The *Skyhawk* pilots were scheduled for a night tanker flight and a complete briefing covering all phases of the flight was conducted. After pre-flight, start and post-start checks were complete, the pilot of the A-4 tanker aircraft proceeded toward an unlighted parking area en route to the taxiway. No taxi directors were located beyond the immediate parking area. As the pilot reached the end of the squadron line, he used the taxi lights to sweep the darkened area for obstructions.

A turn was required to line up with the approach to the main taxiway, and the pilot used the taxi light but secured it after making the turn. He was cleared by ground control to the main taxiway. As he assumed he was properly lined up with the throat leading to the main taxi way, he secured the taxi light.

Shortly after the pilot commenced to taxi toward the blue lights, the nose

wheel of the aircraft struck the curbing of the island of a fuel pit. The nose wheel was sheared upon contact. As the aircraft continued ahead, the port main mount struck the curb but remained intact. The momentum of the aircraft carried it forward and down with the inflight refueling probe, nose gear door, refueling store and starboard external fuel tank striking the ground. The pilot informed ground control of the accident and abandoned the cockpit uninjured. Crash equipment and rescue personnel proceeded to the scene immediately.

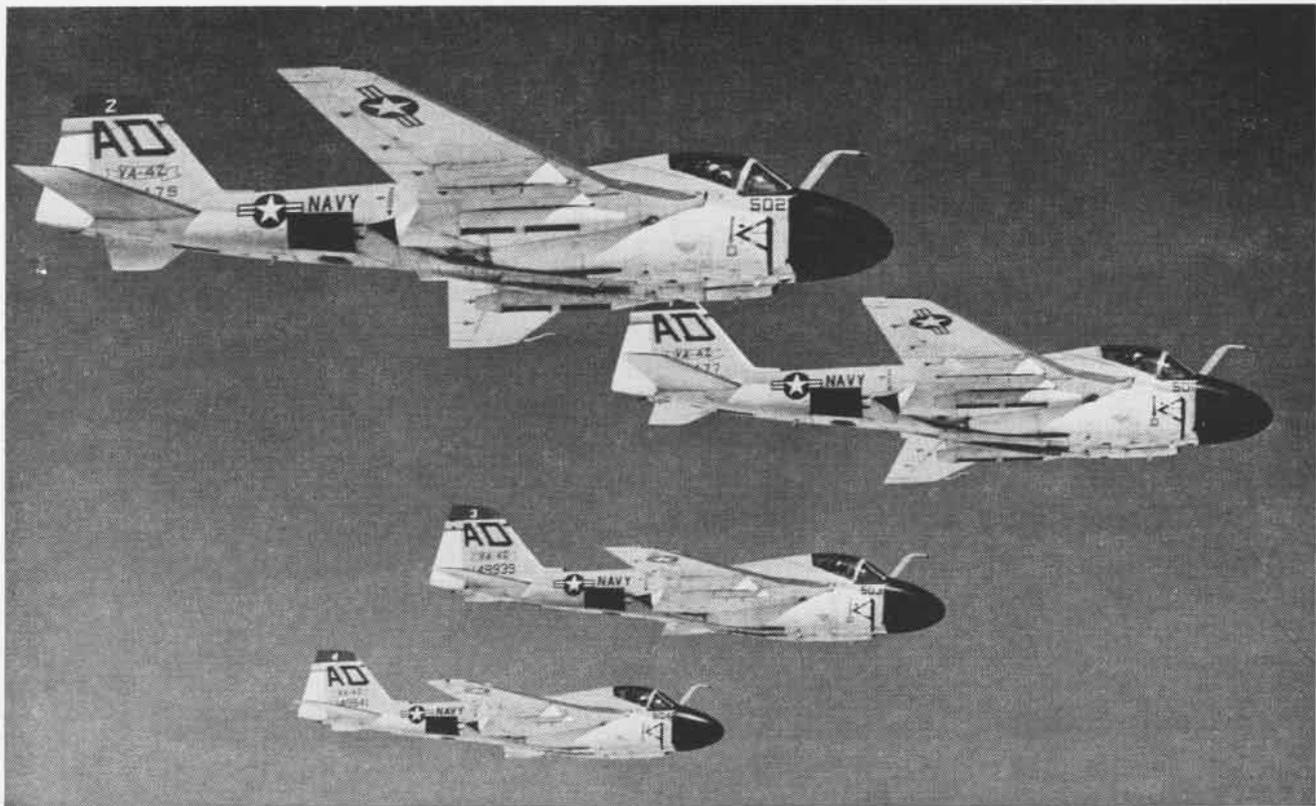


Grampaw Pettibone says:

Sufferin' catfish! How many of these costly taxi accidents do we have to have before people get the word? This is the second taxi accident within a period of six months in this very area.

The pilot was aware that the area was hazardous for night ground operations, yet he failed to use his taxi light. The squadron was also aware of this but failed to provide taxi directors. The station was surely aware that taxi obstructions were inadequately lighted, but this combination got together and an A-4B was tied up in O&R for several weeks undergoing costly repair.

We are averaging about one of these per month. One a year would be too darn many. I'll admit that a taxi light is bright and a few additional minutes will be required to get fully night-adapted again, but it does light the way and can save needless embarrassment.



A-6A INTRUDERS built by Grumman began Fleet operations with their assignment to VA-42 in February. A dual place turbojet, the Intruder

is an all-weather attack plane capable of low altitude interdiction, air support, and nuclear delivery missions from carrier and land bases.

THE 1963 NAVAL AVIATION REVIEW

AS NAVAL AVIATION entered its fifty-second year, some elements were involved in follow-up operations around Cuba, but a major part of its forces had returned to home ports and peacetime routine. The crisis had passed, but the continuing threat in Cuba remained alive throughout the year as accusations and incidents alternated to keep the issue before the nation and the world.

Other areas of unrest had a less spectacular impact but were no less important to the cause of freedom. Nowhere was the conflict more active than in southeast Asia where our assistance to those standing against the aggressor was carried out against a feeling of frustration and at the cost of American lives. In other areas of the world, as in Africa, where the struggle for independence still travelled a rough road, and in Central and South America, where evidence of Castro's efforts to spread his influence were all too clear, there were uprisings, riots, and bloodshed.

Within the bounds of our own nation, the struggle for racial equality was accompanied by strangely contrasted demonstrations of violence and calm. Although the riots diverted attention from the gains that were made, the growing movement made it embarrassingly clear that there was still much to be done.

These events faded into relative insignificance on a Friday in November when a grotesque and unbelievable act cut off the life of President John Fitzgerald Kennedy.

The Sixth and Seventh Fleets remained on duty in the Mediterranean and Far East in the cause of world peace. On several occasions Seventh Fleet was called upon for special operations as emergencies in Southeast Asia ebbed and flowed. Naval forces in home waters also were deployed in stand-by status during crises in the western world.

Fleet units and naval activities continued to support the nation's space program. Operational training exercises were again conducted with naval and air forces of other nations to sharpen combat readiness and to improve the techniques of combined operations.

The numerical strength of Naval Aviation remained at about the level of the year before. No new carriers were added; one support carrier was retired. One carrier under construction neared completion and bids were invited for construction of another. One amphibious assault ship was commissioned. Personnel strength was up slightly and remained fairly stable. The aircraft inventory was down a little, continuing the declining trend of the past years.

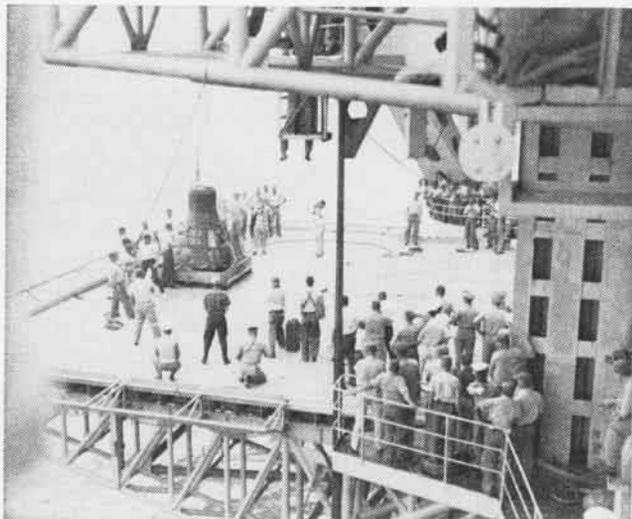
A new light attack aircraft was delivered to Fleet units. A third modification of a heavy attack aircraft went under test. Enough new long range anti-submarine aircraft were acquired to start equipping Pacific units up to levels already attained in the Atlantic. A drone helicopter, built for offensive operations from destroyers engaged in anti-submarine warfare, became operational in both of the ocean Fleets.

As the year began, harsh winter blasts were sweeping over Europe. Mona Lisa held court at the National Gallery for thousands of her admirers. The Common Market ran into difficulties. The Marines and others made long hikes, demonstrating their ability to meet physical standards set by an earlier President. Antics in Katanga upset UN efforts in the Congo. Hard fought battles broke the familiar pattern of guerilla warfare in South Vietnam. The President's budget and proposed tax cut had varied receptions. Test ban negotiations resumed at Geneva.

JANUARY

7-13—Three Navy helicopters delivered over 12 tons of food, medicines and emergency supplies to flooded areas of Morocco and rescued some 320 marooned persons.

17—The Navy announced assignment of the name *Phoenix* to the long-range, air-to-air missile being developed by the Hughes Company for the F-111B (TFX) aircraft.



THE HATCH of *Faith 7* blows off as Maj. Gordon Cooper, USAF, prepares to emerge on board *Kearsarge* after his 22-orbit flight in May.

21—Mustin Field was officially closed after nearly 40 years of service. Three days earlier, Capt. R. A. Bosee piloted a T-2 *Buckeye* on the last flight from the field.

28—Patrol Squadron 46, at NAS MOFFETT FIELD, formally accepted the first P-3A Orion assigned to the Pacific.

30—The U.S. Air Force announced award of its Outstanding Unit Ribbon to Detachment Alpha of Navy Transport Squadron 7, citing it for "conclusively demonstrating the Air Force's capability for instant reaction in support of treaty obligations and national policy, and for making an immeasurable contribution to the combat effectiveness of . . . forces deployed through the Asian area."

FEBRUARY

1—The first A-6A *Intruder* for the fleet was accepted at NAS OCEANA by VAdm. Frank O'Beirne, ComNavAirLant, for VA-42.

1—Marine All-Weather Fighter Squadron 531 arrived at NAS KEY WEST for duty with the North American Defense Command (NORAD), and relieved Navy VF-41 which had been on that duty since the previous October.

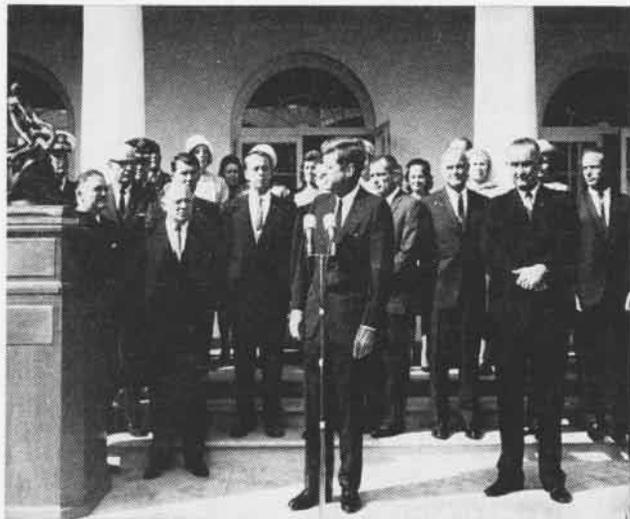
6—The Chief of Naval Air Training announced selection of Ens. David G. Mitchell as the outstanding Naval Aviation Cadet graduated in 1962 and winner of the Daughters of the American Colonists Award.

9—The Secretary of the Navy approved with minor modifications the recommendations of a board appointed to review the management of the Navy Department and set the stage for changes in organization and in lines of authority and responsibility that would be implemented during the year.

18—A large-scale, anti-submarine exercise involving ships, submarines and aircraft of the U.S. Navy and the Royal Canadian Navy and Air Force, began in the Pacific.

22—An LC-130F *Hercules*, piloted by Cdr. W. H. Everett of VX-6, made an exploratory flight from McMurdo Station. It was the longest on record for Antarctica. The flight covered 3,740 miles in 10 hours, 40 minutes, and revealed areas of the continent never before seen by man.

During February, Attack Squadron 45 was commissioned.



PRESIDENT KENNEDY presented the Collier Trophy to the seven astronauts of Project Mercury in ceremonies at the White House in October.

MARCH

4—All-Weather Fighter Squadron Three was awarded the Navy Unit Commendation for "sustained excellence and meritorious achievement during the period December 1955 to the conclusion of its mission in March 1963" as the only Navy squadron assigned to the Continental Air Defense Command.

8—The Department of Defense and the National Aeronautics and Space Administration announced an agreement making the NASA responsible for the suitability of equipment necessary for non-military applications of the *Transit* navigation satellite system. Navy responsibility for military requirements and overall technical direction was unchanged.

13—The Chief of Naval Operations established a committee to advise and assist in developing and coordinating training programs to promote the readiness of the Reserves to become an integral part of the operating forces.

17—The *Vanguard 1* satellite, developed by the Naval Research Laboratory for the 1958 IGY, completed five



THE P-3 ORION built by Lockheed demonstrated long range capability with record flights across the Pacific and from Los Angeles to Paris.

years of successful operation in space. It continues to transmit data contributing to the knowledge of the earth's geoid.

18—VAdm. William E. Gentner relieved VAdm. David L. McDonald as Commander, Sixth Fleet.

22—LCol. John H. Glenn, USMC, was awarded the Robert H. Goddard Memorial Trophy.

In March, VR-6 and VF(AW)-3 were decommissioned.

In the second quarter, heads of African States meeting in Ethiopia made progress toward unity. The government in Guatemala was overthrown, there was revolt in Argentina, shooting in Peru, threat of war in Hispaniola. Kurds rebelled in Iraq, a tribal feud broke out in Katanga, the fight for independence raged in Angola. Laos tottered on the brink of civil war, South Vietnam was filled with strife. A U.S. astronaut made the fourth and final orbital flight of Project Mercury. The USSR put cosmonauts into tandem orbits, one, the first woman in space. The drive for racial equality exploded on all fronts.

APRIL

1—To bring their title in line with their functions, Replacement Air Groups (RAG) were redesignated Combat Readiness Air Groups (CRAG).

1—With the retirement of RAdm. Frank Akers, Naval Aviator No. 3228, VAdm. William M. Beakley became the Gray Eagle, indicative of his position on the active duty list as the Naval Aviator with longest service in aviation.

3—Army helicopter pilots of the Provisional Company, 18th Airborne Corps, completed three days of operations at sea aboard the USS *Tbetis Bay*, during which time 31 pilots qualified in day and night shipboard landings.

12—The Navy Unit Commendation, presented to VAP-62, cited the squadron for "outstanding and meritorious service in the performance of classified aerial photographic reconnaissance missions of paramount importance to the security of the United States." The citation covered the operating period 18 January 1960-25 October 1962.

29—Navies of eight SEATO nations, including ships and aircraft of the Seventh Fleet, began an 11-day exercise in the South China Sea to test and improve tactics concerned with protecting large convoys against submarine attack.

MAY

3—The Frederick L. Feinberg Award of the American Helicopter Society was presented to Lt. R. W. Crafton and Capt. L. K. Keck, USMC, for outstanding achievement in setting a 210.6-mph world speed record for helicopters.

4—A Task Force built around the USS *Boxer* carrying combat-ready Marines, stood by off Port Au Prince, Haiti, as the threat of invasion by Dominican Republic troops increased.

16—A helicopter from the USS *Kearsarge* recovered Maj. L. Gordon Cooper, USAF, and his *Faith 7* capsule, 80 miles southeast of Midway, after his 22-orbit flight.

31—The Chief of Naval Operations appointed an ad hoc Organization Advisory Group to advise and assist in effecting the reorganization of the Navy Department within areas previously approved by the Secretary of the Navy.



THE UH-2A Seasprite, Kaman's turbine-powered utility helicopter with all-weather capabilities, was put into service aboard ship in June.

JUNE

4—The UH-2A *Seasprite* began shipboard service as HU-2 Detachment 62 reported for duty on the USS *Independence*.

8—The formal opening of the Naval Aviation Museum at NAS PENSACOLA was attended by thousands.

13—LCdrs. R. K. Billings and R. S. Chew, Jr., of NATC PATUXENT, piloting F-4A *Phantom* and F-8D *Crusader* aircraft, made the first fully automatic carrier landings with production equipment on board the USS *Midway*.

13-21—The USS *Coral Sea* provided 256,000 gallons of fresh water to the people of Hong Kong to alleviate a shortage brought on by extended drought.

20—A training flight in the P-5 *Marlin* by VT-31 at NAS CORPUS CHRISTI marked the end of the flying boat in the Naval Air Training Program. Lt. P. H. Flood was pilot and instructor, Ens. A. J. Hupp was the student.

28—The Department of Defense announced establishment of a Joint Service Commendation Medal for outstanding performance of duty and meritorious achievement by Armed Forces personnel assigned to joint staffs and activities.

30—The flight record for the fiscal year showed a reduction in accidents to 1.45 per 10,000 flight hours which was a 6.5 per cent improvement over the previous year.

In June, Fleet Air Wing 10 was commissioned.

In the third quarter, preliminary agreement on a nuclear test ban climaxed 17 years of negotiation. Internal struggle and grim protests by Buddhist priests against the South Vietnam government overshadowed the continuing war with the Viet Cong. The Chinese challenge to Soviet leadership of world communism flared openly in Moscow. A military coup overthrew the government of Ecuador. Border incidents in Korea cost American lives. UN forces began withdrawing from the Congo after three years service in the cause of peace. Hearings on Civil Rights legislation began. Racial demonstrations in different parts of the country were both peaceful and violent; thousands, representing all walks of life, took part in a Freedom March in the nation's capital.

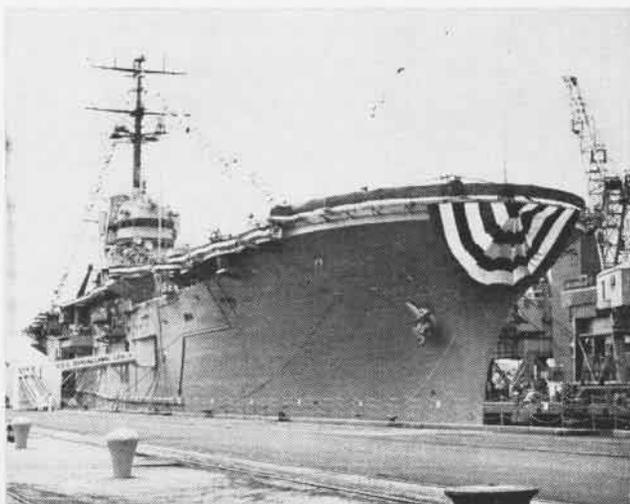
JULY

1—The Atlantic Fleet Weapons Range, combining the Guided Missiles Operations Control and Gunfire Support Training Units, was placed in commission at NS ROOSEVELT ROADS, under command of Capt. Henry C. Bridgers.

8—VAdm. John S. Thach assumed duty as Deputy Chief of Naval Operations(Air), relieving RAdm. William E. Ellis who had been Acting DCNO(Air) since the detachment of VAdm. William A. Schoech on 1 July.

20—The USS *Guadalcanal*, LPH-7, was commissioned at Philadelphia, Capt. Dale K. Peterson commanding.

31—RAdm. G. P. Koch became Chief of Naval Air Reserve Training, relieving Capt. E. M. Stever who had been Acting Chief since the detachment of RAdm. W. I. Martin in May to duty as a Carrier Division Commander.



THE USS *GUADALCANAL*, seventh amphibious assault ship of the Navy, was placed in commission last July at the Philadelphia Navy Yard.



THE RA-5C *VIGILANTE*, third model of the heavy attack plane built by North American, was assigned to test at NATC Patuxent in October.

During July HMM-365 was commissioned. VMF(AW)-114 was decommissioned, NAS *JOHNSVILLE* was redesignated a Naval Air Facility, and NAS *MINNEAPOLIS* was renamed NAS *TWIN CITIES*.

AUGUST

1—VMF(AW) Squadrons, equipped with F-4B aircraft, were redesignated Fighter Attack Squadrons, VMFA.

1—The Chief of Naval Operations cited 36 units of the Navy, Marine Corps, Training Command and the Air Reserve for outstanding contributions in accident prevention during the year and awarded each the plaque for Aviation Safety.

1—Adm. David L. McDonald relieved Adm. George W. Anderson as Chief of Naval Operations.

1—The Naval Aviation Officers School, which had been operating for three years as a unit of the NAS *PENSACOLA* Training Department, was given commissioned status and assigned to the Chief of Naval Air Basic Training.

2—An F-3B *Demon*, piloted by Lt. Roger Bellnap, launched the first of a series of space probes designed to measure the ultraviolet radiation of stars. The probe, a two-stage solid propellant *Sparoair*, reached an altitude of 66 miles over the Pacific Missile Range.

7—The Chief of Naval Air Training announced selection of NAS *NEW ORLEANS* as winner of his Trophy for fiscal 1963, awarded annually to the most improved air station or unit in the Naval Air Reserve Training Command.

8—The Chief of Naval Operations announced his approval of awards within the Naval Air Reserve for fiscal year 1963 which included award of the Edwin Francis Conway Memorial Trophy to NAS *OLATHE*, and the Noel Davis Trophy to 11 squadrons and units as the most efficient of their types.

8—Detachment 46 of HU-4 took the Kaman UH-2B aboard the USS *Albany*, CG-10, for its first shipboard deployment.

9—The first T-39D *Sabreliner* was formally accepted at



RADM. JAMES R. REEDY, Commander Naval Support Forces, Antarctica, takes controls during history making flight, Capetown to McMurdo.

Forrest Sherman Field, Pensacola, by the Chief of Naval Air Training and then delivered to NAS Glynco, Ga., for use in radar intercept training.

During August, VF-91 was redesignated VF-194.

SEPTEMBER

6—SH-3A helicopters of HS-9 at NAS QUONSET POINT rescued 28 workmen from two Texas Towers off Cape Cod.

30—VAdm. Paul H. Ramsey relieved VAdm. Frank O'Beirne as Commander Naval Air Force, U. S. Atlantic Fleet, aboard the USS *Enterprise* (CVAN-65).

In the final quarter, the Senate approved and the President signed the nuclear test ban treaty. There was a military coup in the Dominican Republic, the government in Honduras was toppled, Algeria and Morocco went to arms over a border dispute, the Government of South Vietnam was overthrown. Hurricane Flora swept across Haiti and then hit Cuba twice. A Yale professor was held prisoner in Moscow. The road to West Berlin was temporarily blocked. The world stood still in shock and disbelief as an assassin's bullet cut down the life of President Kennedy.



A **T-39D SABRELINER** is inspected by the Chief of Naval Air Training during acceptance ceremonies at Forrest Sherman Field, Pensacola.

OCTOBER

1—Two ski-equipped C-130 *Hercules* aircraft, piloted by Cdr. G. R. Kelly and LCdr. W. B. Kurlak of VX-6, landed at McMurdo Station, Antarctica, after a 4700-mile flight from Capetown, South Africa, requiring 14 hours, 31 minutes. The flight forged a new air link with the Antarctic Continent and officially inaugurated *Deep Freeze '64*.

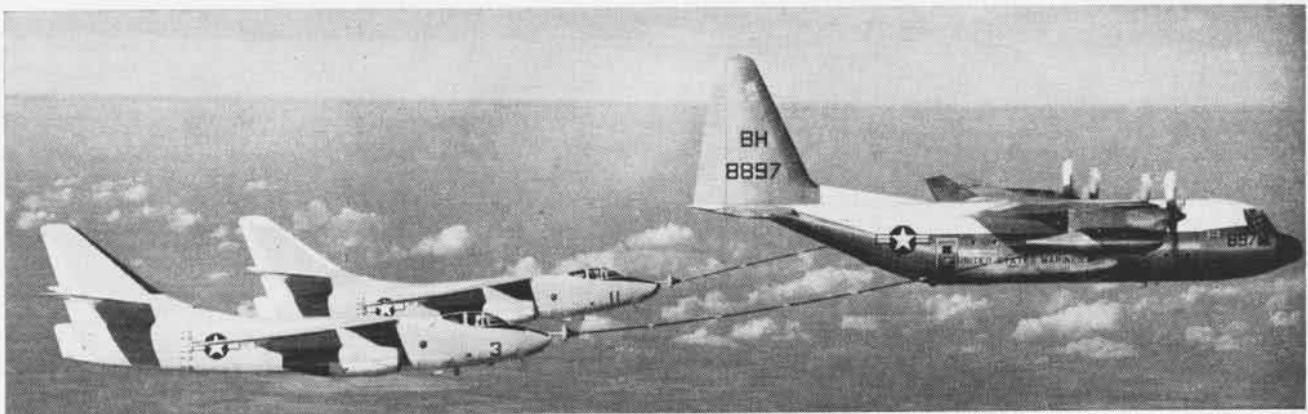
4—Units of the 2nd Marine Aircraft Wing completed their third trans-Atlantic training flight from MCAS BEAUFORT, S.C., to NS ROTA, Spain.

4—The blue and white exterior color scheme for patrol anti-submarine aircraft was ordered changed to gull gray.

10—President Kennedy presented the 1962 Collier Trophy to the seven astronauts of Project *Mercury* for their part in pioneering the nation's space flight program.

11—Col. Michael Yunck, USMC, was announced Marine Aviator of the Year and winner of the Alfred A. Cunningham Trophy.

18—The selection of 14 men for a new astronautic team for *Gemini* and *Apollo* was announced by the NASA. Among those chosen were five Naval Aviators: LCdr. R. F. Gordon, Jr., LCdr. R. B. Chaffee, Lt. A. L. Bean, Lt. E. A. Cernan, and Capt. C. C. Williams, USMC.



RA-3B'S OF VAP-62 refueling from a KC-130F tanker of VMGR-252 during weather reconnaissance missions supporting *Highboy IV*, a

trans-Atlantic air deployment of Marine Attack Squadron 533 to Rota, Spain, to take part in a joint amphibious assault exercise in the Med.

25—The first tentative results from cloud-seeding experiments performed on Hurricane *Beulah*, 23 and 24 August, were announced as too indefinite to draw any firm conclusions regarding the possibility of changing the energy patterns of large storms.

25—Navy ships and aircraft completed nearly two weeks of relief operations for the people in Haiti hit hard by hurricane *Flora*. Four Navy ships including the carrier *Lake Champlain* and the amphibious assault ship *Thetis Bay*, aided by Navy and Marine Corps cargo aircraft, delivered 375 tons of food, clothing and medicines donated by relief agencies, and gave other assistance to the stricken populace.

26—The long-range A-3 *Polaris* missile was launched for the first time from a submerged submarine by the USS *Andrew Jackson* cruising about 30 miles off Cape Canaveral, Fla.

30—VMFA-314, flying F-4B aircraft, completed deployment by air from MCAS EL TORO to NAS ATSUGI, Japan. During October VF-193 was redesignated VF-142.

NOVEMBER

29—Paul H. Nitze became Secretary of the Navy, replacing Fred Korth whose resignation was effective on the 1st.

DECEMBER

1—Gen. Paul D. Adams, USA, assumed command of all U.S. forces in the Middle East, Southern Asia, including India and Pakistan, and Africa south of the Sahara, thus consolidating several former command areas including U.S. Naval Forces, Eastern Atlantic and Mediterranean.

2—VAdm. W. A. Schoech, the Chief of Naval Material, reported to the Secretary of the Navy for duty as his Assistant for Naval Material Support and assumed supervision and command of the four material bureaus—Naval Weapons, Ships, Supplies and Accounts, and Yards and Docks.

5—Marine Attack Squadron 533 returned to MCAS CHERRY POINT after a trans-Atlantic flight from Rota, Spain, where the squadron had deployed to participate in a joint amphibious exercise with units of the Spanish Navy, the U.S. Army and Air Force and Sixth Fleet.

IT'S A FAMILY TRADITION



CAPT. PHOEBUS PINS WINGS ON HIS SON

TWO YOUNG MEN who recently received their wings at NAAS CHASE FIELD, Beeville, Tex., have much in common. The first names of Ltjgs. Phoebus and Lee are the same—Charles. They were graduated from the U.S. Naval Academy in the class of 1962 and proceeded immediately to NAS PENSACOLA to begin their aviation training.

Their fathers, Capt. C. P. Phoebus and Capt. Edwin S. Lee, Jr., both Captains and Naval Aviators, influenced their sons in becoming—what else—Naval Aviators and pinned the wings of gold on the young officers. Both ceremonies were conducted by Capt. J. A. Pariseau, C.O. of Chase Field.

Nor do the parallel careers end, for Ltjg. Phoebus and Ltjg. Lee are now assigned to Attack Squadron 125 at Naval Air Station, LEMOORE, Calif.

Ltjg. Phoebus was only eight years old when he chose his career. A jet plane passed low over the Phoebus home at Norfolk. Charles ran up to his father, asking, "Daddy, Daddy, what was that?" After his father explained, Charles decided, there and then, upon his career. "Boy, I want to do that!" He never changed his mind.

Capt. Phoebus became interested in aviation in 1938 at a time when only line officers were eligible to become pilots. Since he was a medical officer, he chose the closest field available, aviation medicine. He now heads the U.S. Naval School of Aviation Medicine at Pensacola.

During WW II when the Navy allowed other than Line Officers to become pilots, Capt. Phoebus got his chance to be an aviator. He took advantage of the opportunity and was designated a Naval Aviator in 1945.

Yet another Phoebus is making plans to become a Naval Aviator. Clifford P. Phoebus, Jr., 19 years old, is now in the Naval Reserve and wants to go to the Naval Academy on a Reserve appointment, with flying his goal. Rounding out the "Phoebus Navy" is a third brother, James C. Phoebus, an Electronics Technician aboard USS *Goldsborough* (DDG-20).

After the ceremony at Chase Field, Capt. Lee, with tongue in cheek, re-



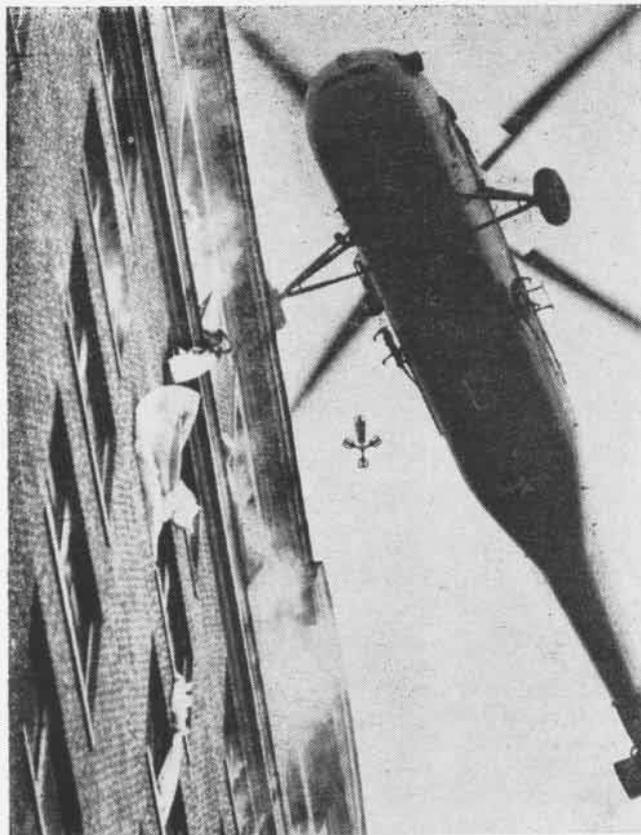
CAPT. LEE CELEBRATES SON'S GREAT MOMENT

flected upon his son's achievements which led to his designation as a Naval Aviator. Stating that he had not influenced his son, he went on, "In fact, when he finished high school, I told him he could go to any college he wanted. Take your pick, 'West Point or Annapolis.'"

Ltjg. Lee reminded his father of a surprise visit to Corpus Christi and several other occasions that made being a Naval Aviator a must. Capt. Lee has been present at each step in his son's advancement. He swore him into the Navy, pinned on his Ensign bars and, at the Chase Field ceremony, pinned on his son not only the golden wings but also the bars of a lieutenant (junior grade).

Capt. Lee was graduated from the Naval Academy with the class of 1934. At present, he is Inspector of Naval Material in San Francisco, California.

NAVY PILOTS RESCUE FIRE VICTIMS



HELICOPTER LOWERS a rescue cable to the hotel roof to expedite rescue of guests fleeing fire. Firemen aided victims getting into the copters.



SOME 479 GUESTS were routed from rooms when fire broke out in second-floor ballroom of Roosevelt Hotel; Navy units responded at once.

WHEN FIRE broke out in the Hotel Roosevelt, Jacksonville, Fla., Navy helicopter pilots were immediately called in for emergency rescue operations. The request for aid came in at NAS CECIL FIELD at 8:15 A.M., December 29, 1963, and the first helicopter was airborne five minutes later.

In addition to the Cecil Field helicopter, there was one from NAS

JACKSONVILLE, three copters from NARTU JAX, and three from NS MAYPORT. The total number of persons rescued by helicopter was 14. A parking lot, where four of the helicopters were stationed on a standby basis, was used by the copters for depositing the victims for ambulance trips to hospitals.

Lt. Ural King, who piloted a Naval Air Reserve Training Unit helicopter made four trips to the roof of the hotel, bringing off one victim each time. He described the hotel rooftop as "the hairiest spot I've been in."

"We hovered about a foot off the roof because we didn't know whether the roof would hold the helo. The heat coming from the hotel caused an up-draft that kicked and bounced the helo all over the place."

Lt. King who has nine years of flying experience—five of them in helicopters—was assisted by Cdr. W. W. Loy, copilot, and Harold Gulden, ADR1.

The pilots of the other copters making rescues and their crewmen were: Lt. James Spillis and R. A. Myers, ADR1; CPO Neal G. Fowler and J. B. Mitchell, ADR2; and Lt. J. P. McCullough and J. A. Heatherington, AMS2. Lt. Ron Gordon coordinated operations.

Twenty-two lives were lost; 20 by smoke inhalation, one by falling, and a Jacksonville fireman by a heart attack.



AIR-CONDITIONER cut down space in which a Navy helicopter could maneuver for rescue.



HELICOPTER PILOTS hovered, rather than landed, since the roof capacity was unknown.



A SKYRAIDER from Detachment One of VAW-13 makes a touch-and-go landing aboard Royal Navy's HMS Victorious off the coast of Cubi Point, Philippines. In late 1963, a five-day joint exercise with British and Australian units was conducted in order to exchange views on electronic countermeasures in warfare. U.S. Navy pilots demonstrated jamming techniques and observed allied carrier operations. LCdr. R. C. Brogan is OinC of the detachment based at Cubi Point.

Unitas IV Tour Completed Air Detachment Visits 14 Cities

It was *Unitas IV* Day at NAS NORFOLK on December 1. VP-56 Air Detachment returned after a three-month tour in South America. Along with its primary mission of inter-American ASW training, the detachment served as representatives of the People to People program.

The 36 enlisted men and nine officers, led by LCdr. Thomas H. Ross, were welcomed by RAdm. N. C. Gillette, Commander Fleet Air Wings, Atlantic, and Cdr. Charles G. Berkstresser, skipper of the Norfolk squadron.

The crews and their aircraft—two Lockheed SP-2H *Neptunes* and a C-131 Convair—participated in several open house exhibits planned in the various South American cities visited, LCdr. Ross reported.

Highlights of the tour included the following events:

The detachment departed from Norfolk on August 25 and began their cruise to 14 South American cities at Piarco Airport, Trinidad.

They spent a night in Recife, Brazil, and then proceeded to Salvador to transfer parts and supplies from the squadron's aircraft and the USS *Norfolk*, flagship of RAdm. John A. Tyree, Jr., Commander South Atlantic Forces.

On August 31, the detachment departed for Rio de Janeiro where a reception was held, attended by both Brazilian and U.S. Naval officers.

Next stop was Montevideo, Uruguay, where squadron members, in cooperation with units from Uruguay and Argentina, conducted ground training and flight programs.

They then visited Buenos Aires and Bahia Blanca in Argentina before arriving in Santiago, Chile, on the western coast of South America, October 3. They reached this city by flying over the highest Andes.

Before journeying to Lima, Peru, they stopped briefly at Antofagasta, Chile, where they exercised with Peruvian naval units and spent a day

sightseeing at the huge Chuquicamata copper mine.

On October 28, the squadron landed at Lima in time to hold a Halloween party at the Hospital del Ninos for 150 children.

Leaving Lima on November 8, they flew to Guayaquil, Ecuador, for training exercises and visits. At an open house at Guayaquil's Simon Bolivar airfield, they placed their aircraft on display.

On November 16, they arrived in Panama and were inspected by RAdm. Tyree, who gave them a "Well done." Their final South American stop was Barranquilla, Colombia, before leaving November 30 for home base in Norfolk.

Maintenance Film Ready Quality Control is Emphasized

The Maintenance Engineering Programs Branch of BUWEPs has completed a film stressing the importance of Quality Control in Naval Aviation units. Entitled "Naval Aircraft Maintenance Quality Control," the movie (MN-9584) outlines procedures required to operate a successful Quality Control Program.

Distributed in November, the film emphasizes three basic aims in Quality Control—better standardization, increased preventive maintenance and improved maintenance procedures. BUWEPs Instruction 4700.2 presents detailed information on the program.



SEATED AT THE CONTROLS of the Gemini spacecraft mock-up, four NASA astronauts "flew" simulated re-entries into the Earth's atmosphere at the IBM Space Guidance Center, Owego, New York. Reviewing the computer-printed logs of the runs are, left to right, Arthur E. Cooper, general manager of the IBM Center, astronaut Virgil I. Grissom, astronaut James A. McDivitt, C. D. Babb, IBM Gemini project manager, and astronauts E. H. White II and Neil Armstrong.

AIAA'S FLIGHT INTO YESTERYEAR



NATC ENGINEERS Harry Down and Nathan Frank carefully solder one of wing rib fittings.



WINGS FOR the airplane were built in Hobby Shop at NATC; here one panel is assembled.



DTMB ENGINEER Richard Hartley checks prop blade section with template during carving.

THE AMAZING progress in manned flight since the Wright Brothers' first successful ventures into the air in a powered airplane is constantly evident. Sixty years have brought aviation to accomplishments far beyond the dreams of the pioneers of 60 years ago. And the pace of future aerospace activities promises to move even more rapidly.

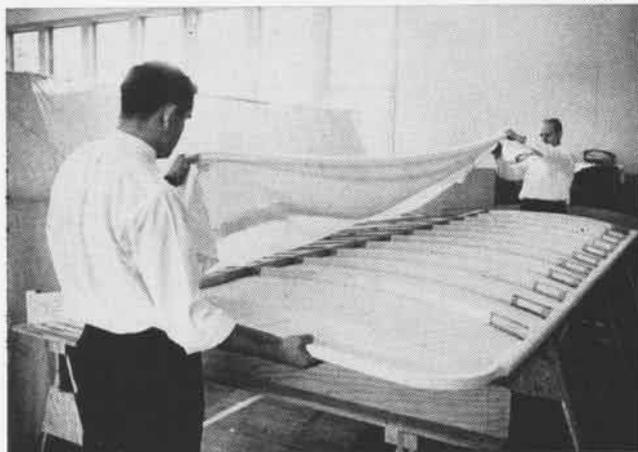
For a number of engineers, scientists and technicians whose professional efforts are involved in many aspects of today's progress in aviation and space, the advancements of the past 60 years were made more tangible by their par-

By Harold Andrews, BuWeps

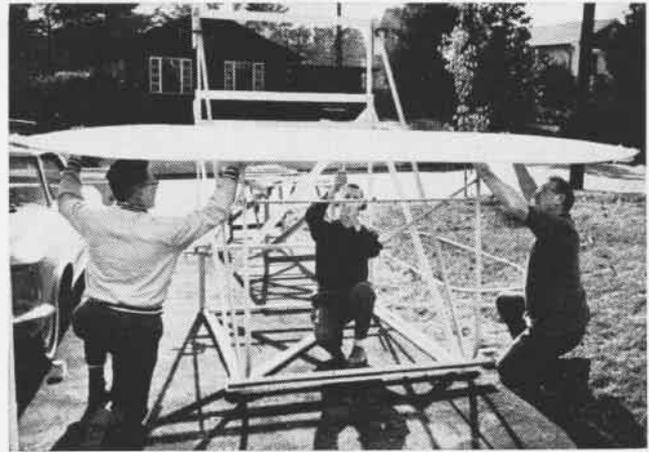
ticipation in *Project 60*. Under this program, a museum quality reproduction of the original 1903 Wright Flyer was built, and was presented to the Wright Brothers' National Memorial at Kill Devil Hills, N. C., on December 17, 1963 for the 60th Anniversary of the Wright Brothers' first flights. The reproduction will be on permanent display in the Visitors' Center there as the centerpiece of the visual displays which depict the accomplishments of these two aviation pioneers.

Project 60 was undertaken by the

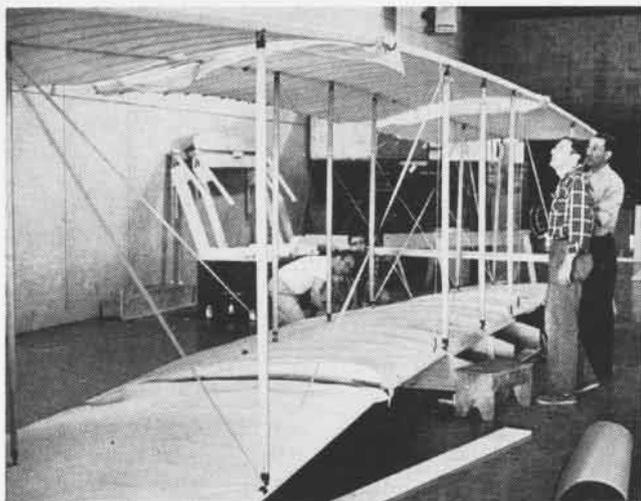
National Capital Section of the American Institute of Aeronautics and Astronautics. The AIAA is the major professional society of U.S. engineers and scientists in the aerospace field. Volunteers from among local section members, as well as others who were not members, staffed the project and built much of the airplane. Contributions in the form of materials or completed components from individual companies and other organizations filled in the rest. Among the many organizations represented in the ranks of *Project 60* were several naval activities: the Bureau of Naval Weapons, Naval



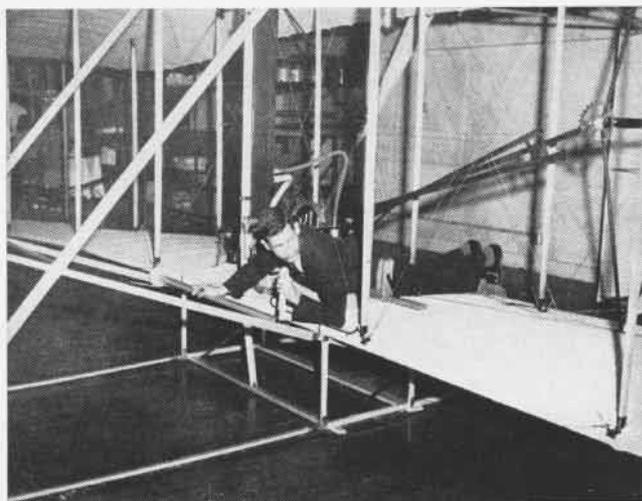
WING RIBS are in their pockets in lower surface muslin fabric; the upper surface will be stretched across and then tacked to front spar.



FORWARD SURFACES and outriggers are assembled on a jig in the driveway at home of Capt. P. G. Holt, USN, (r), assigned to BuWeps.



WING PANELS are assembled and rigged in British Aircraft Corporation (USA) facilities before the Flyer was shipped to Kitty Hawk, N. C.



LCDR. TOM KASTNER, Naval Air Test Center test pilot, contemplates what it would be like if one could turn the clock back sixty years.

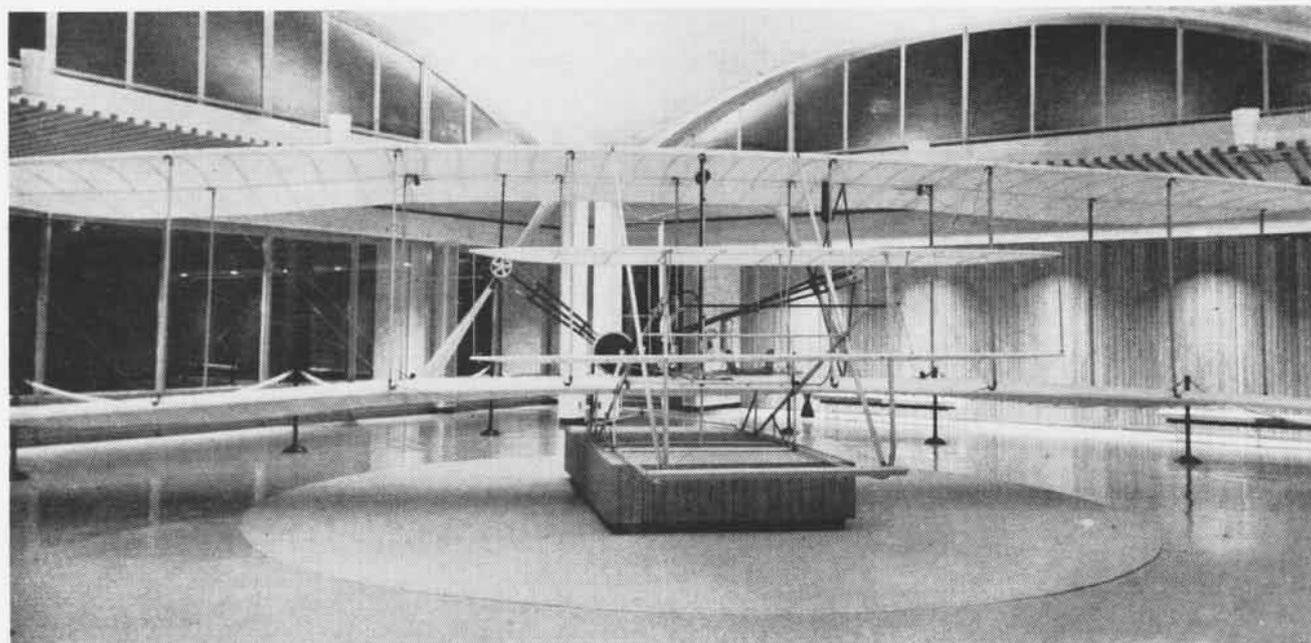
Air Test Center and the David Taylor Model Basin. At NATC, the Society of Engineers and scientists took on the major airframe job: building and assembling the wings. Appropriately, the engine was built and donated by Pratt & Whitney Aircraft, and the landing skid assembly by Cleveland Pneumatics Division/PneumoDynamics Corporation, known for many years as a major manufacturer of aircraft landing gear.

Drawings made from the original Wright 1903 Flyer, now in the National Air Museum, were used in con-

structing the reproduction which occupied much of the spare time of the participants over the past year. Checking the original was resorted to in solving many questions regarding details during the course of the project. In many cases, the inconsistent construction details shown on the drawings were found to depict faithfully the way in which the original had been built. Significantly, the Wright Brothers did not make anything more than sketches before building the original. Based on their previous ex-

perience with gliders, and the general size and layout intended for their first airplane, they simply proceeded to build their first Flyer. The day of detailed specifications had not arrived.

For those who participated, *Project 60* highlighted one significant aspect of today's aerospace activities. In manned space flight, we are now where aviation was after the Wrights had flown. The feasibility has been demonstrated; the applications and the impact of these applications will be shaped in the years that lie ahead.



COMPLETED WRIGHT FLYER reproduction is installed in the Visitors' Center at Wright Brothers' National Memorial. Original was faith-

fully reproduced in materials and construction except where changes were an advantage, such as use of silicone coatings on metal parts.

VP-40 PROVES INSTANT MOBILITY



VP-40'S 12 MARLINS LIE MOORED TO BUOYS NEAR SEAPLANE TENDER, USS SALISBURY SOUND

PATROL SQUADRON 40, the only U.S. Seventh Fleet unit homebased at NS SANGLEY POINT, recently met head-on the Navy's "Four-Ocean Challenge."

VP-40 is normally engaged in anti-submarine coverage and shipping surveillance in the South China Sea.

One morning a message was received from Commander Task Force 72, RAdm. Robert A. MacPherson, ordering VP-40 to report with all flyable aircraft to the USS *Salisbury Sound*, a seaplane tender, at an advanced base.

Under the command of Cdr. Homer K. Cooley, Jr., VP-40 launched its SP-5B *Marlin* aircraft from the waters of Manila Bay. One hundred per cent participation had been achieved. This was a tribute to the squadron's maintenance personnel. To the best of the squadron's knowledge, the operation marked the first time since WW II that an entire patrol squadron had deployed simultaneously.

Rendezvousing with the tender in an inlet along the west coast of the island of Luzon in the Republic of the Philippines, VP-40's 12 aircraft and over 150 men commenced operations. These included ASW flights with a hunter-killer group and squadron training flights with an exercise submarine. At the same time, the squadron was able to maintain its routine surveillance in the South China Sea.

"The operation was the 'acid test' for the squadron and tender personnel," said Cdr. Cooley. Normally detachments of four to six aircraft operate with a tender. But this time the crew of the *Salisbury Sound* was faced with berthing and messing 12 crews augmented with support personnel, operating a seadrome, delivering rations, spare parts and making other routine boat runs to the moored aircraft. The seaplane tender is commanded by Capt. Hugh M. Durham, a former patrol squadron skipper.

Adm. MacPherson emphasized this point when he congratulated all hands: "The smooth and efficient manner with which you conducted tender/seaplane operations . . . is most commendable. Your combined team proved once again that we have a tried and tested concept of forward area mobility in patrol operations. The outstanding performance of personnel in maintaining an aircraft availability of 97.9 per cent for the 12 SP-5B aircraft assigned throughout the period is especially noteworthy." He ended with the traditional "well done."

Bombing Derby Postponed Sanford Meet to be Held in March

The Heavy Attack Wing One Tenth Annual Bombing Derby, originally scheduled at Sanford, Fla., for December 9-14, was postponed. It was

deemed inappropriate to have the Fleet exercise and its associated air show and social activities held during the nation's 30-day period of mourning for the late President of the United States, John F. Kennedy.

The Bombing Derby has been rescheduled to take place the week of March 16-21.

Award Set Up By VA-106 Achievement Leadership Cited

A Leadership Achievement Award has been established in Attack Squadron 106 by former C.O., Cdr. W. S. Nelson. The award, given in memory of Ltjg. George D. Stathers, Jr., honors the junior officer who, during the command tour of his C.O., makes the greatest strides toward meeting the challenge of Naval leadership. It is intended to focus attention upon the



MRS. STATHERS CONGRATULATES JORDAN

need for dynamic junior officer leadership in today's Navy.

Ltjg. Jon Jordan is the first recipient of the award and was congratulated at ceremonies for the event by Mrs. Stathers, mother of Ltjg. Stathers.

HMM-263 Records Mark No Accidents in 10,000 Hours

Marine Medium Helicopter Squadron 263, based at NAF NEW RIVER, N. C., reached 10,000 accident-free flight hours in December 1963. The unit was congratulated by BGen. Paul J. Fontana, Commanding General of the 2nd Marine Aircraft Wing. LCol. W. L. MacQuarrie is skipper of the squadron which is part of Marine Aircraft Group 26.

In achieving this mark, HMM-263 averaged 1000 hours per month during the past ten months and engaged in a number of operational deployments.

PILOTS TAKE A MARCH ON THE WILD SIDE

Story and photos
by Ron Walker, JO1



HOW DO YOU GRIN and bear it? VA-95 pilots Otto and Taylor give it a try when they are told by Lt. Hoeffel (C) they have been selected to go on a "Zenner's Camping Trip" in mountains.

YOU STEP out of your aircraft after the morning hop, start toward the hangar and then—you see him. Your commanding officer is approaching armed with a teeth-gritting grin. In most cases you'd expect to hear of a promotion, transfer, or receive some special pat-on-the back for a job well done. *Not in Navy Attack Squadron 95*, an A-1H Skyraider squadron home-based at NAS LEMOORE, Calif.

When one of the "Green Lizzards" returns from a morning hop and encounters the C.O.'s memorable grin, it can only mean that he won't be home for dinner. He'll be headed for 24-hours of hiking, thirst, exhaustion.

Under a unique training program inaugurated by Cdr. Harold J. Zenner, C.O. of the squadron, VA-95 pilots undergo an experience comparable to crash-landing an aircraft in either enemy or friendly territory.

The program, labeled "Operational Survival Training," is headed by Cdr. Zenner and Lt. Jan Hoeffel, squadron training officer. Instead of routine planned survival training, Zenner's camping trip is strictly unplanned on the part of participants. Selected pilots heading for their aircraft or returning from a mission are suddenly blindfolded, led into a waiting helicopter, and whisked away to the drop zone. During the flight they are briefed on the time of pick-up, approximate distance from drop zone to pick-up area, and given survival kits.

The drop-off point is a mountain flat owned by rancher Walter Price of Visalia, Calif., who gave his approval to use the land. (Said he: "That's a hell of a place to leave anybody.")

Permission was also obtained from Dispatcher J. R. Seeley, U.S. Forestry Service.

The only gear available to the pilots are standard survival kits (minus food; plus one-half parachute, snake-bite kit, and canteen) and the clothing they wore to the aircraft. To aid the pilot, he is allowed to leave any equipment behind he wishes, but, were he fortunate enough to retain a box lunch from the flight, he must surrender it. The reasoning: during actual bail-out, it is doubtful that he would carry it with him.

Pilots are never sent out alone because of the danger involved. Thus far seven of the squadron's 19 fliers have undergone the harrowing experience. No injuries have been recorded other than sore muscles and blisters. This fact in itself attests to the training, ingenuity, and preparedness of VA-95's pilots.

Once out of the chopper, the pilots are on their own until the next day during which they must travel at least five miles over the mountainous terrain to reach the pre-selected pick-up point.

The actual 24-hour period described here is culled from personal experience. On the unexpected suggestion of merely "taking a few pictures of the guys going through," I was dropped off with LCdr. Don W. Taylor and Ens. Paul E. Otto. In interviewing the five previous participants, I discovered that our experience was unique in that we decided to circumnavigate the nearby reservoir instead of taking a direct route over the mountains. This bit of advance planning gave us

a 14-mile hike through torturous terrain. By pick-up time, we were still nearly six miles from our ultimate destination.

After consulting the two-inch square portion of a sectional chart provided by the C.O., we headed for a nearby cattle trail, believing it would take us to the reservoir leading to the recovery area on a river tributary. We were jaunty, expectant and completely relaxed. According to LCdr. Taylor, "It's a piece of cake!"

We were dropped at 1500 and had only three hours daylight in which to travel the first day. By dusk we had discovered the folly of our choice of routes. The sectional chart showed no resemblance to the actual terrain. There were to be countless small ridges, mountains, hills, rocks and ravines between us and the "Rest Camp" at the end of the problem.

We reached the reservoir early and filled canteens. Our compass showed we were headed in the right direction but no orientation points were available.

The first few miles were filled with jokes, firm footing, and limited thirst. In brief, it was . . . "a piece of cake!"

With nightfall, the hazards became extreme. It was impossible to follow any trail or path: there was none. Small landslides and unsure footing began to take their toll of our energy. Smoking breaks and rest stops became more frequent, the jokes stopped, and the icing fell off the cake.

We began developing our senses to suit the terrain and the "problem." In effect, we were simulating bailout over enemy territory. We had, there-

fore, to consider refuge and evasion tactics. We decided to travel by night. Of importance is the fact that at no time did we discuss the training significance of our plight. The hazards were genuine. We could be lost. We could get hurt. We could become victims of snake bite. The cake had crumbled completely.

It was nearly 2030 when I gave out. The thermal underwear under my flight suit had completely sapped all my energy. I lay on a cool grassy incline and sucked in all the air I could. Taylor went ahead to check our location and look for the river. Otto stayed with me. I drank an entire canteen of water and lay there for nearly 20 minutes. One of the first rules of survival was now clear: progress is in direct ratio to the stamina of the weakest man. After a rest, Otto and I climbed up the cliff to find Taylor.

Descending from one precipice to the next, Taylor grabbed a boulder for balance. The rock came loose. At our shout, he dove to the left and the boulder bounced a hundred feet down the cliff and was swallowed up in the water below. We were scared, but Taylor was safe.

The constant incline wore on our right ankles. Otto's feet began to hurt. No more jokes. Rocks and trees jutted out over the water.

Our nerves were wearing thin. The cliffs and ravines no longer were of interest. We walked by instinct. Behind each hill we hoped to see the river, but behind each hill was another hill.

At 2118 we tried crossing a small inlet by jumping across. We were startled by a crash in the rocks on our left. I had a belt full of tracer ammunition and felt helpless: one spark in the wrong place and the entire woods would burn. Taylor had some ball ammunition and grabbed for his .38. In the weak flashlight beam, we saw it, a big stag, at least 12 points. We had inadvertently trapped it at the water's edge and blocked its one avenue of escape. It tried to scale the sheer rocks on its flanks.

Earlier in the day we had squeezed off a couple of rounds at a rabbit with no success, but now we had to decide whether to take the deer or not. After weighing the problem of skinning, cooking, and carrying the carcass the

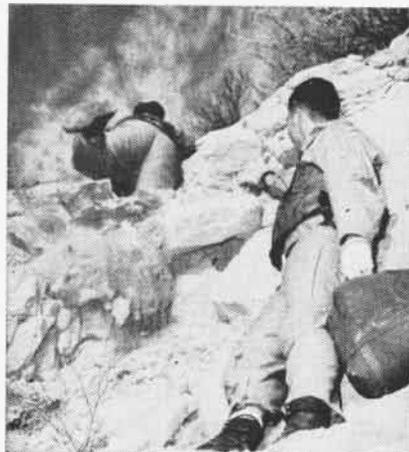


INSTEAD of an olive, "mountain martinis" were laced with some purification tablets.

remainder of the way, we decided against killing it. (We also agreed that under actual conditions either in hostile territory or a ditch in the U.S., we would have taken him and stayed there for a few days.)

At 2330 we gave up rappelling and climbing and settled on a campsite. A large rock served to reflect our tiny fire. We spread the chute above the fire, surveyed our provisions and took a smoke. Supper consisted of one chocolate bar, one cheese sandwich, one package of charms, a canteen of water, two caramels, and cigarettes, shared equally.

Because of the incline of our campsite, we found sleeping on the nylon parachute created the hazard of slipping into the fire. Taylor awakened me with the alarming comment that my boots were on fire. They were.



GOING UP was not always easy—especially on the men below who dodge rocks and sand.

The mountain breezes didn't break through our fatigue until 0530. By 0800 we were awake, packed and engaged in dousing the fire with earth and the remaining canteen of water.

We set out following the same approach around the cliffs. Seeing the slides during the day caused us to wish we had continued at night. In the dark they were merely dangerous; in the light, insurmountable.

In addition to fatigue, we were suffering from hunger and discouragement. In all, we had climbed over 36 hills and ridges. By 1000 we estimated our forward progress at 12 miles.

Confusion was also prevalent. We had planned a course of NW 315°, then E 090° to our pick-up at NNE 026° from our initial drop-off point. A check of the compass in the morning showed us to be headed W 270°, instead of E 090°, and we were on the opposite side of the reservoir. After pickup, we found that the error was not in the compass nor had we completely circled the reservoir as feared. The uncharted ridge we camped on curved around just far enough to give us a reverse reading.

As noon approached and the sun baked our necks, I found myself drifting into periods of confusion, loss of balance and lightheadedness.

At 1314 we spotted the helo. By now we were aware that reaching the pick-up zone was impossible. We saw the chopper, but the crew didn't see us. Taylor flashed his signal mirror determinedly and Otto readied his tracerful revolver. Then the helo disappeared behind the mountains. We charged ahead with the knowledge that our salvation lay in being seen by the "Angel."

Within ten minutes, the helo reappeared and spotted Taylor's signal. It circled above us and then hovered. The sling was lowered and, one at a time, we were hoisted up. Lt. Hoefel met us with box lunches. We thanked him and tore into the food.

MISGIVINGS about the inherent danger of his pilots being lost or injured has caused Cdr. Zenner some sleepless nights. All squadron personnel are mysteriously on hand to witness the return of the previous night's camping party.

Though the chosen area is remote and the terrain unbelievable, any person in need of medical assistance could



CENTRAL HEATING was provided by an open fire in the center of the group. Here author digs a hole while Taylor and Otto collect firewood.

obtain aid fairly quickly. Two forest ranger stations and a helicopter in the area keep a constant watch for signs of distress.

However, as rugged as the training may be, its worth can be measured in one pilot's life during an actual bailout either in the U.S. or over an unfriendly area.

As a result of the program, pilots have recommended that a snake-bite kit be included in the Navy's standard survival packets. The inexpensive device would be valuable to a stranded crewman in the mountains of Asia where the world's three deadliest vipers crawl in abundance.

The immediate tangible benefits of the program cannot be readily assessed. Luckily, no "Green Lizzard" has been forced to test his ability under actual conditions.

The wealth of physical and psychological knowledge gained is apparent. Each pilot has found the limit of his physical endurance. As a result, off-duty voluntary conditioning through sports, calisthenics, isometrics, and hiking has further toughened the bodies of VA-95's pilots.

Through experience each has determined that the direct line of approach to a destination should be followed



SUPPER IS A MEAL to remember. One chocolate bar, one roll of candy, one cheese sandwich, two caramels and water—split three ways.

whenever possible. (This fact was graphically illustrated by our experience, though the availability of water can modify the benefits of a direct route).

At a time when the American fighting man is being depicted as "soft" and "selfish" by opposition propaganda, VA-95's pilots have shown endurance, intelligence and compassion to their mates in this trying situation. "Softness" in squadron is controlled.

No complaints of even minor bickering have been noted between the pairs dropped. The proverbial "first law of nature" has been re-interpreted as mutual preservation, though there have been varying degrees of age, rank, temperament and physical ability between the men.

Another value of the program is its ability to place each man in the frame of mind applicable to "the real thing." Food, shelter, water and navigation problems are as certain as actual bailout situations might dictate. The "if" factor is non-existent.

Perhaps the most important apparent result is the concern of VA-95's pilots toward the wearing of proper equipment. Naturally, those pilots who still have "Zenner's Camping Trip" ahead of them, prepare for the possibility before each flight. But those who have been are even more conscious of their clothing and rations, and even cigarettes, before taking off. Bandoliers are full, flight jackets and gloves are worn, pistols checked and maps consulted with intense concern.

VA-95 has proven the worth of intelligent planning and training. Survival facts of life learned insure squadron pilots and men a safer future.



OVER HERE, ANGEL. "Rescuers" had a little trouble finding "survivors" among boulders.



SLAKING of a mailman's thirst. Pausing in his appointed rounds, Richard C. Thomas, PC3, replenishes at an Oriskany scuttlebutt.

IN THE DAYS of barques and barkentines, the iron men in wooden ships stored fresh water in barrels and skin pouches. The water was frequently stagnant—especially during long voyages when weeks passed between replenishment ports—and had a dull taste all its own. Sailors sometimes looked for rainstorms at sea when the water supply got low; casks and canvas caught the falling rain. Aboard ship in those days, fresh water was used only for drinking, cooking and medical purposes; for anything else, salt water sufficed.

But in today's Navy, fresh water plays a vital role. Without it, a modern

combatant, such as the attack aircraft carrier USS *Oriskany* (CVA-34), could not fulfill her mission, that of a mobile striking force. Her steam catapults would be useless in the launching of her high performance aircraft. Without fresh water, the health and morale of her crew would be seriously impaired: the ship's laundry would be shut down and salt water showers would leave the men uncomfortable, if clean. The problem would be a staggering one for the ship's commissarymen.

The making of fresh water at sea is an endless job aboard any modern ship of the line. In the *Oriskany*, this task

is handled by 15 men from the B Division, headed by Ltjg. Charles D. Wasson, and supervised by K. J. Varney, MM1.

In three shifts, three rated machinist's mates and 12 firemen work around the clock to produce 112,000 gallons of fresh water each day from the four evaporators located on the carrier's sixth deck.

The three watch sections are comprised of four-man teams: a petty officer of the watch and a messenger at the main evaporators, a man at the Number Three evap in the Number Three fireroom, and a man at the Number Four evap in after auxiliary.

WANTED: HOT AND COLD RUNNING WATER

By Bill Noonan, JO3

Photos by Jerry Olson, PH3,
and Gary Gladden, PH3



D. TRUJILLO, FN, opens valve to advance salt water to the next stage of evaporation.



VACUUM gauge at Number Two evap, opened by S. F. Meyers, FN, records boiling point.



W. H. BROWN, MM3, increases pressure in one of the main salinity cells in CVA-34.



SEAMAN Mike A. Bader adds fresh water to a copper full of ingredients while making punch for an evening meal in the USS *Oriskany*.



ENJOYING A COOL shower after a hot day's work, K. H. Loveless, SN, prepares to bunk down. Over 3000 men take showers aboard each day.

It is the responsibility of the petty officer of the watch to insure the smooth running of all the evaporators, while the messenger's duties call upon him to take readings from the main evaps. The men at the Number Three and Four evaps are charged with the same duties as the messenger, and they relay their readings back to the main evaps. In one ten-week period, *Oriskany's* evap gang produced over six and one-half million gallons of fresh water.

Although most of their work is done while at sea, the men do not slack off while in port, when fresh water is pumped from the pier. They continue

to make feed water for the carrier's boilers, and do overhaul work on the evaporators.

The process of making fresh water from salt water is done on the principal of evaporation and condensation.

Sea water is preheated through a series of heat exchanges, then enters the evaporator where it boils under a vacuum. The purpose of the vacuum is to lower the boiling point of the incoming salt water to approximately 195°. Steam from auxiliary steam-driven machinery is used to heat and boil the incoming sea water in the evaporators. The vapor that rises from the boiling sea water heats and boils

the sea water in the second evaporator. Vapor also rises from the second evaporator and boils the water in the third evaporator. Rising vapor from the third evaporator is condensed and flows to a pump where it is pumped to a service or test tank, and then is pumped to either the ship's tanks or to reserve feed tanks for use in the carrier's boilers.

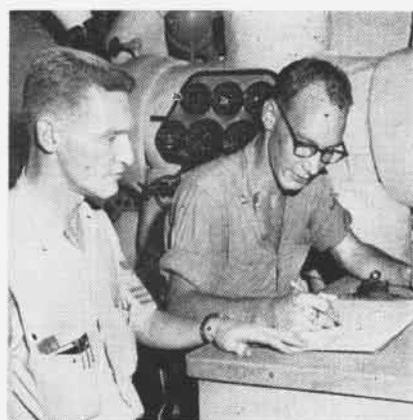
Aboard the *Oriskany*, the crew is assured of having an ample supply of hot and cold running water. But, meeting a traditional urgency, while the crew is asleep at night, the ship's evap gang is making fresh water for their next morning's "wake-up" coffee.



TAKING a reading from a salinity cell is one of the jobs done by R. D. Anrbein, FN.



WATER LEVEL in No. Two evap is regulated by C. E. Lindsey, FN, as part of his duties.



K. J. VARNEY, MM1 (L), looks on as J. N. Patz, MM3, records in *CVA-34's* evap log.

JET CARQUALS WITHOUT A HOOK



FIRST CARRIER TRIALS for the P-1127 included flight and bangar deck handling in addition to flight operations. Future U.S. operational evaluation will include carrier operations.



THE IDEA of any jet aircraft approaching the carrier down the glidepath, gradually slowing down, stopping and descending vertically to a touchdown, smacks of black magic. But this is what Britain's Hawker-Siddeley P-1127, a subsonic jet VTOL prototype did in its carrier trials.

The P-1127 is powered by a single 15,200-pound-thrust Bristol Siddeley *Pegasus* engine equipped with variable angle exhaust nozzles to provide vertical thrust.

Using nine P-1127's, England, the United States and Germany will begin a joint evaluation of the jet VTOL tactical aircraft concept. Initial carrier trials showed that the P-1127 could be operated on carriers without introducing any major new problems. In fact, in comparison with today's aircraft and helicopters, it offers increased safety in, as well as reduced training for, carrier operations.



THE HAWKER-SIDDELEY P-1127 approaches for a VTOL touchdown on the British carrier, HMS *Ark Royal*. Test pilots commented that in ap-

proaches, hovering over the deck in various locations, and takeoffs, the effects of turbulence on the P-1127 were almost completely absent.

Three HU-2 Men Honored Italian Government Gives Awards

In December, the Italian Government presented awards to three men attached to Helicopter Utility Squadron Two, Detachment 47, based aboard the USS *Little Rock*, flagship of the Commander Sixth Fleet.

The Silver Medal of Naval Valor was given to Charles R. Adams, ADR3. Ltjg. Leif A. Elstad received the Bronze Medal of Naval Valor, and Golden C. Woody, ADJ2, was honored with a Commendation.

Ceremonies were held at the Italian Naval Academy, Livorno, Italy. The presentation was made by Adm. Ernesto Giuriati, Chief of the Italian Naval Staff, on behalf of the President of Italy, Antonio Segni.

The helicopter crew, with Ltjg. Elstad piloting, and Adams serving as crewman, rescued an Italian woman near La Spezia. Because the woman was too weak to grasp the rescue sling lowered to her from the helicopter, Adams jumped into the water to support her, while Ltjg. Elstad returned to the *Little Rock* for another crewman. Returning to the scene, with crewman Woody operating the sling, the crew successfully recovered the drowning woman and Adams.

Daydreaming Pays Off Shortens Time to Get First Aid

The day dream of a 22-year-old U. S. Marine lance corporal has given helicopter pilots in Vietnam a better chance of surviving in-flight wounds.

LCpl. Larry R. Rich, a mechanic with the chopper unit attached to the U. S. Marine Task Element at Da Nang, has invented a way of removing the cockpit seats from a Marine UH-34D helicopter in less than a minute. This allows a seriously hurt flyer to be lowered into the cabin for first aid treatment by the crew chief while airborne.

Until Rich invented this method, a helicopter had to land before an injured pilot or copilot could be eased out of the cockpit's side window and lowered to the ground. Safe landing zones do not abound in jungles.

Rich's C. O., LCol. Thomas J. Ross, is submitting the invention to the Marine Corps Landing Force Development Center at Quantico, Va., for possible Corps-wide adoption in the H-34.

"I was catching a nap in the flight shack after chow," Rich explained, "when I dreamed I took the bolts out of the cockpit seats and the seats dropped out. I tried it and it worked."

In two weeks, Rich perfected the system. He replaced the permanent nuts, bolts, washers and bushings in seat installations with castellated nuts and inserted cotter pins. He used safety wire to connect the bolt heads.

To bring an injured Marine flyer down into the cabin, an H-34 crew chief pulls out the cotter pins, unscrews the finger-tight castellated nuts, and unfastens the man's safety belt. It takes less than a minute.

Rich's system has already been installed in both seats of his unit's H-34's.

XH-51A Craft Is Studied Army, Navy Test Research Vehicle

The Lockheed XH-51A research helicopter has completed a joint Army-Navy research evaluation at the V/STOL Branch of Flight Test Division, NATC PATUXENT RIVER.

The Navy project pilot was Lt. D. E. Beck who gave RAdm. James R. Lee, Commander of the Test Center, a familiarization flight.

Maj. Paul Curry of the Army Transportation Research Command at Fort Eustis, Va., and Capt. Don Wray of the Army Aviation Test Activity, Edwards AF Base, Calif., were the Army project pilots.

Only two research helicopters of the XH-51A type were built by the Lockheed Aircraft Corporation. Both were

procured under a Navy-administered joint Army-Navy contract to evaluate the "rigid rotor" concept and a control gyro system, unique in the XH-51A.

Flying qualities, performance testing, weapons platform and instrument flight evaluation were the areas of primary emphasis during the 28-hour test program. This program marked another first for the Test Center: the XH-51A was the first experimental research aircraft to undergo evaluation at the Center.

The V/STOL research craft weighs 3100 pounds empty and can attain speeds in excess of 165 miles per hour.

New Shock-Absorbing Hook Designed to Lessen Cable Damage

Mr. William L. Mackie, aero structural materials research engineer at Pacific Missile Range, Point Mugu, has developed a new shock-absorbing aircraft arresting hook.

The hook is designed to minimize arresting cable damage from impact of carrier landings. It provides the impacting surface of the metal hook with a tough, flexible plastic material which will absorb the impact shock. This material may be in the form of a glove which can be readily applied to the hook and replaced when damaged. To prevent abrasion of the parts, temperature is lowered by providing a cover which lubricates the hook.

With the operation of heavy, high-speed jet aircraft, landing forces have caused considerable damage to the arresting hook and cables.



RADM. LEE (SECOND FROM RIGHT) WITH (FROM LEFT) LT. BECK, MAJ. CURRY, CAPT. WRAY



AT HANGAR ONE, NASA carried out various types of tests on the 135-foot-diameter Echo II satelloon.

THE NEW FACE OF LAKEHURST

Although the airship is gone, the large hangars at Lakehurst remain as a vestige of the past. What goes on at the East Coast air station? This article shows the Lakehurst of today, a sprawling 7600 acres with new missions and new challenges.

By Marie Pfeiffer, BuWeps

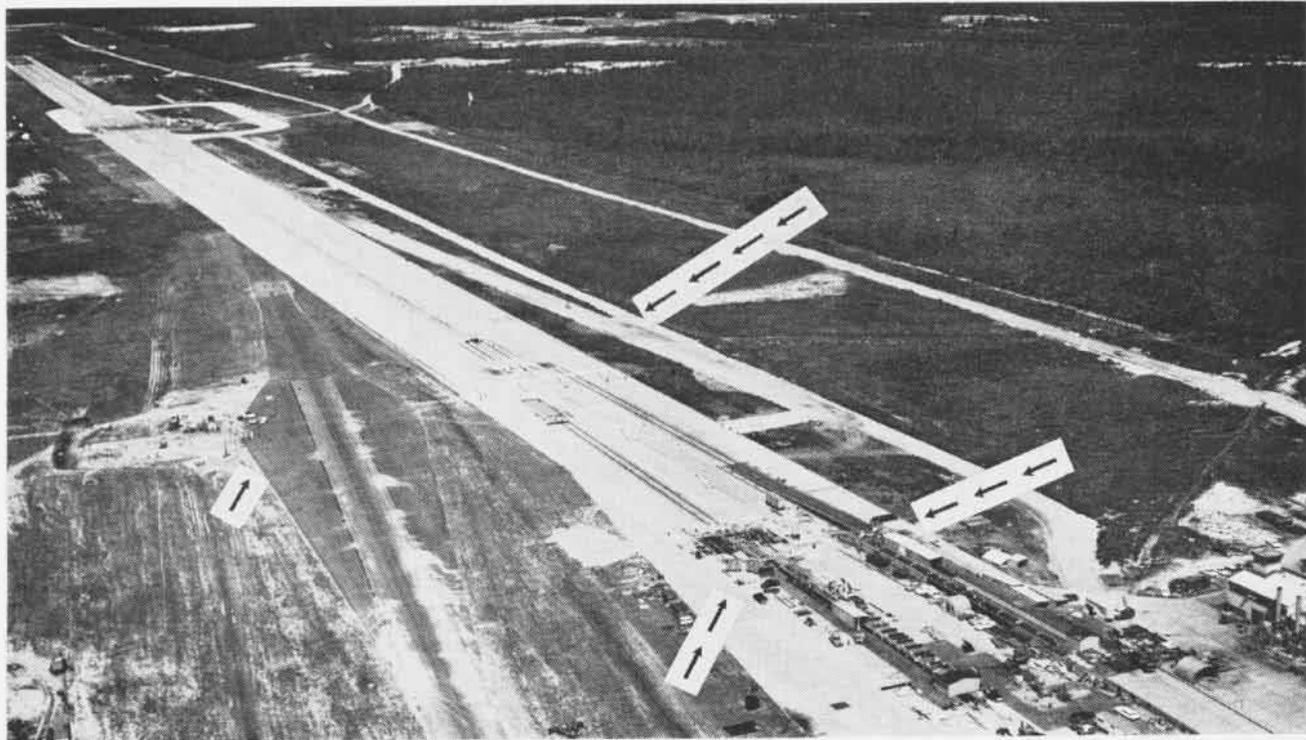
LAKEHURST'S location is strategic. Lying between the cities of New York and Philadelphia, the Naval Air Station and its six tenant commands are also near the major Fleet ports of Boston, Quonset Point and Norfolk. This makes it available to all the anti-submarine warfare air groups. Its

many other missions range from training aviation personnel to supporting exotic space projects.

With more than 10 million square feet of paved landing area and eight hangars, including the world's largest and others large enough to house complete squadrons of planes, Lakehurst is

capable of tremendous expansion on its unimproved property currently used only by wild herds of deer.

NASA's primary land-based satellite communications terminal to be used in Project Syncom now stands assembled on a site provided by NAS LAKEHURST. The trademark of the Lake-



RUNWAYS ARE GEARED to serve in terms of training and research. This photograph shows the two new angled sites (number 1 and 4 arrows) and the two shipboard catapults installed at one end of Naval Air Test Facility's two-and-a-half-mile test runway (2 and 3 arrows).

hurst terminal is the trailer-mounted satellite communications antenna with its 30-foot parabolic "dish reflector." Actually, the terminal is an 11-vehicle, air-transportable facility developed and operated by the Army Satellite Communications Agency (Satcom). Here the feasibility of communication through active repeater satellites in the high "synchronous" orbit 22,300 miles from the surface of the earth are tested. *Syncom*, scheduled to be launched not earlier than February 13, will be the world's first orbit space vehicle exactly synchronized with the rotation of the earth.



DEVICE is adjusted as data from a balloon-borne meteorological radio is transmitted.

In addition to the long runway at the Naval Air Test Facility, the Naval Air Station has three airfields. Two 5000-foot runways at West Field have all-weather capabilities made possible by a recent addition of a \$1,000,000 GCA unit. This unit serves air traffic down to a 200-foot ceiling with a half-mile visibility. East Field located near the main entrance to the station is used as a heliport for the two Lakehurst utility squadrons. Geographically, the station is adjacent to the inland waterway with average to better flying conditions 80 per cent of the time.

Air station storage areas include six large warehouses with more than 200,000 square feet for storing bulk material, 400,000 gallons of underground storage for aviation fuels and 15 acres of open storage.

The Lakehurst Public Works Center is a major industrial establishment, a multi-million dollar business designed to provide a full range of



THE TRAILER-MOUNTED communications terminal with a great "dish reflector" is an 11-vehicle air-transportable facility developed and operated by the Army Satellite Communications Agency.

public works support services. Practically anything done elsewhere in the Navy can be done at Lakehurst. Included within the complex are steam and electric power generation and distribution, water distribution and sewerage service. The station consumes 975,000 kilowatts of electricity per month. Its ten wells supply 3,500,000,000 gallons per quarter. Maintenance

muddy areas, caused by rain and thawing ice, hampered salvage efforts. Flatbed trucks, a crane and a bulldozer brought every piece of wreckage to the station. These were laid out for the Board.

Metalsmiths in the Aircraft Maintenance "Factory" custom-tailor training aids for the Naval Air Technical Training Unit. This frequently saves the Navy hundreds of dollars.

The entire East Coast is supplied with packaged bulk helium from the Helium Division of Public Works. At present, it handles 450,000 cubic feet of helium per month, a larger volume than when airships were in operation. This helium is employed in many fields within and without the Navy. Its present uses range from space projects to common heliarc welding.

The Transportation Division maintains, repairs and overhauls the sta-



SEAMAN, prospective *Aerographer's Mate*, uses training device for radiosonde receiving.

nance of 350 buildings and over 50 miles of roads is provided.

One of the Fleet support projects is the conduct of salvage operation. When an F-4A aircraft crashed in February 1963, in a densely wooded area adjacent to the Garden State Parkway, careful salvage procedures were essential if the Accident Investigating Board was to determine the cause of the crash. Inaccessibility of the crash site as well as extremely



WAVE, *AG1*, is skilled in preparation of weather map for use at the Naval Air Station.

tion's large fleet of rolling stock, anything from lawn mowers to 40-ton motor cranes. In addition, the Operations Branch provides heavy equipment service and automotive drivers.

Backed by the Public Works Division, Lakehurst, under the command of Capt. Ronald F. Stultz, not only supports the six tenant commands—Naval Air Technical Training Unit, Naval Air Test Facility, Utility Helicopter Squadron HU-2 and HU-4, Weather Service, Naval Air Reserve Training Unit and Marine Barracks—but also maintains 75 million dollars worth of facilities and 562 vehicles valued at 3.5 million dollars.

The Aviation Weather Service Facility is the pioneer organization within the Lakehurst structure. Its weather information service for aviation was Navy's own and America's first in a Washington, D. C.-Lakehurst-Hampton Roads, Va., triangle early in its history. Col. Charles Lindbergh used the Lakehurst facilities in planning a cross-country flight in December 1929. Copies of telegrams indicate that en route forecasts were also made from Lakehurst for the famed aviator in the spring of 1930. Lt. F. W. Reichelderfer, later Chief of the U. S. Weather Bureau, was the one who provided the information.

Teaching the trade soon became an important function at Lakehurst. Now the Navy's only school for aerologists is located at the New Jersey station.

The Naval Air Technical Training Unit (NATTU) trains each year approximately 1500 men and

women in the operation, maintenance and repair of aeronautical equipment. This training of Aerographer's Mates and Parachute Riggers requires the assistance of nearly 200 ship's company personnel, including 17 officers and eight civilians.

Although the unit trains primarily Navy and Marine Corpsmen, some Coast Guard and Army personnel attend the schools. From time to time, civilian and foreign personnel are trained by the unit.

NATTU supervises these schools: elementary and advanced meteorologists, parachute riggers, and elementary and advanced instruction in survival equipment.

The Aerographer's School covers aviation fundamentals, introduction to the Naval Weather Service, basic meteorology and weather map analysis, upper air observations, study of weather codes, plotting current weather charts, etc.

In the advanced courses, the school provides Aerographer's Mates, second class and above, with a comprehensive theoretical and practical background necessary for the administration of duties in an aerological office. In addition, the students receive instruction on the *Tiros* weather satellite and the follow-on meteorological satellite from which ships at sea will be able to get direct read-outs. They learn to program information on the 7094 computer, decode messages sent out by NASA, and determine whether the satellite would be in range of the ship or other read-out station. They are also taught to compute azimuth and

elevation angles for tracking, and to grid the pictures received from satellites in terms of cloud layers and types, fronts, hurricanes, etc. Two specialized courses are devoted to upper air sounding—a Radiosonde Set Operator Course, and a Rawinsonde course. The latter is conducted once a year for those Aerographer's Mates selected for deployment with Operation *Deep Freeze*.

At NATTU LAKEHURST is the Navy's only school for Parachute Riggers. This rating is responsible for all Naval Aviation's parachutes and oxygen and survival equipment, hence the increased workload demands more personnel in the field. The advanced parachute and survival equipment course includes emergency equipment components used in the A-5 *Vigilante* and F-4 *Phantom II* as well as *Rapac* and Martin-Baker ejection parachutes.

The Naval Air Reserve Training Unit is the only one of its type in the state of New Jersey. With nine organized units on its roster, the unit proved its value during the Berlin call-up when VS-751 went on active duty.

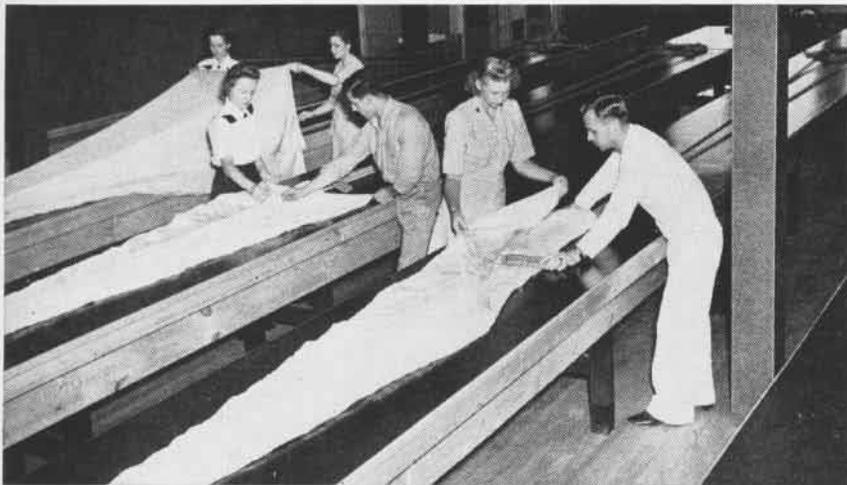
Utility Helicopter Squadrons HU-2 and HU-4 call Lakehurst home. With differing basic missions, both utility squadrons are one-only's in the Atlantic Fleet. HU-2 is a seagoing unit which flies the new UH-2A *Seasprite* jet-powered helicopters. It provides fast, long-range helicopter over-water search and rescue service for all Atlantic Fleet aircraft carriers. HU-4 caters primarily to the Fleet's cruisers,



RESCUE AT SEA is the proper title of this picture. UH-2A *Seasprite* from HU-2, operating from USS *Independence*, rescues crash survivors.



WHERE MILITARY aircraft has crashed in remote areas, Marines are dispatched to aid in search and rescue efforts and to set up a guard.



AT THE PARACHUTE Material School at Lakehurst, packing tables are set up in classrooms. At the beginning of the training, each student works with an instructor, then students pair up.

icebreakers, survey ships and other non-aviation vessels. Each squadron has detachments scattered over the globe from the North to the South Pole the year round.

When the carriers are conducting air operations, the "Angel" helicopters of HU-2 are either airborne or instantly ready should a pilot have to ditch or eject.

Beside many rescues at sea, the *Seasprite* from HU-2 was used on March 25, 1963, for the first time in a rescue of a survivor of a civilian light plane crash. Since the scene of the crash in the Atlantic City, N.J., area was swampy and wooded, the helicopter had to hover with the wheels barely touching the ground to bring the stretcher carrying the injured man safely aboard.

The whirlybird crew of Detachment 88 from HU-4 returned to Lakehurst April 19, 1963 from a seven-month deployment to the Antarctic on the giant ice-breaker USS *Glacier* (AGB-4). The chopper team had worked the long hours necessary to the success of Operation *Deep Freeze '63*. A few HU-4 helicopters were used to deliver tons of supplies to an isolated outpost, to airlift a survey team and supplies to the very peak of an ice-covered mountain and to evacuate emergency medical cases (one of which resulted in official thanks from Australia, Denmark and the United States Chief of Naval Operations). They also were a search-and-rescue team for other aviation units in Antarctica.

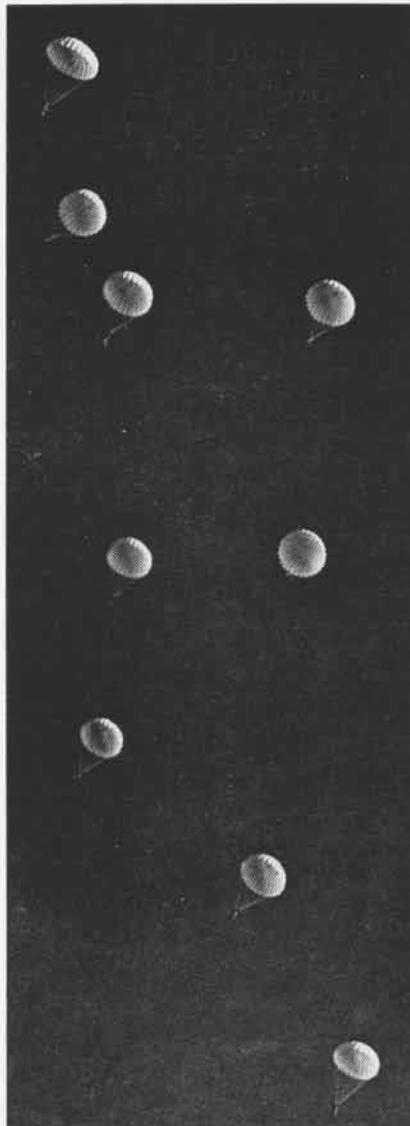
A vital function of the HU-4 helicopter unit was ice reconnaissance.

The helicopters would fly in advance of the convoy, scouting leads and spaces in the sea of ice. A few days before their return to Lakehurst, the crew logged its 500th landing aboard USS *Glacier*.

Although HU-2 and HU-4 squadrons are only a small part of the giant Lakehurst complex, they have proved extremely valuable to the New Jersey community. With Naval Air Reserve Training Unit helicopters, the two utility squadrons worked around the clock following the memorable March 1962 storm to rescue victims, saving more than 1000.

At the Marine Barracks, a combat-ready detachment of three officers and 70 enlisted men is maintained to patrol the perimeter of the 11¼ square mile Lakehurst station. Marines participate in more than 50 courses of instruction. Among these are training in bayonet fighting, hand-to-hand combat, helicopter operations, marksmanship, escape and evasion, guerrilla warfare, basic communications, etc.

Marine detachments have been sent to many off-station disaster areas during the past few years. When Long Beach Island, which lies along the New Jersey central coast, was devastated by its severest storm in history last spring, homes were flooded and wrecked, streets were washed out, and the island was temporarily divided into five segments by the raging sea. A Navy destroyer was washed up on the beach by the storm. A Marine detachment was dispatched to the scene to guard the stranded destroyer. Before



END OF A JUMP for this paratrooper. He had trouble collapsing the chute, note furrows.



MARINES HAVE been dispatched many times to the scene of costly forest fires. Again and again they have organized hundreds of volunteer civilian firemen into efficient fire-fighting teams.



MARINES in training earnestly practice various techniques used in hand-to-hand combat.

their work was completed, the Marines became involved in the evacuation of hundreds of people from the island. They organized helicopter landing sites and transportation, and assisted the local Civil Defense group. For their outstanding performance, no less than six Navy and Marine Corps medals were bestowed upon members of the detachment, in addition to citations by the civilian communities.

Other duties of the Lakehurst Marines include serving in honor guards for funerals and parades, furnishing color guard for all inspections and ceremonial functions as well as raising and lowering the flag daily.

The Naval Air Test Facility (NATF) represents an investment of \$35 million since 1956. Test and sup-

port sites include the longest military runway on the East Coast—13,180 feet; track sites to test experimental recovery systems with the use of jet-car propelled deadloads; catapult test sites; runway arrested-landing site to test new shipboard arresting gear with aircraft under simulated shipboard conditions; and sites for shorebased launch and emergency recovery systems testing.

The facility is a ship installations proving ground for the test and evaluation of launching, recovery, visual landing aid systems and related equipment used on the Navy's aircraft carriers. To do this, NATF has had to develop test procedures, techniques, equipment and instrumentation to simulate shipboard-operating conditions. Its mission is to determine the

suitability of the equipment to operate with existing aircraft and missiles, mechanical and performance reliability, methods of maintenance and general capabilities and limitation. Results of evaluations, with any recommended changes in the system's ship installations, aircraft or missiles, are reported to the Naval Air Material Center, Philadelphia, and to BUWEPs.

Frequently the magnitude of the role played at NATF goes unrecognized because of the classified nature of the work. But the center has outstanding achievements to its credit in research and development; for example, the current testing of the new concept called SATS. For some years, the Marine Corps has sought to have developed an aircraft that can be made operational in three days at a remote



SCIENTIFIC PHOTOGRAPHER mounts 16mm Fastair on aircraft to record action of tailhook during engagement. The pilot actuates the camera.



CAMERAMAN PHOTOGRAPHS aircraft glide pattern with Fairchild Flight Analyzer. Camera records 58 consecutive images on one glass plate.



A BOEING 720 from the Federal Aviation Agency engages the E-14-1 arresting gear during test operation conducted at the Naval Air Test Facility.



A SKYRAY AIRCRAFT on pre-tensioned catapult is an example of aircraft now being used for research purposes.

spot. Out of this need has come the Short Airfield for Tactical Support (SATS) which utilizes various types of shorebased aircraft catapults to get the aircraft airborne and arresting systems to stop high performance jet aircraft safely on small airfields. Among other items being tested is the matting which must support the weight of the plane, resist heat from jet blasts, and withstand hook impacts.

In a well-equipped machine shop, the Naval Air Test Facility operates approximately 24 machines for the making of all types of engineering changes of launching devices and arresting gear and their components. The equipment ranges from a small 50-pound drill pointer to a large lathe and a boring mill, each weighing over eight tons.

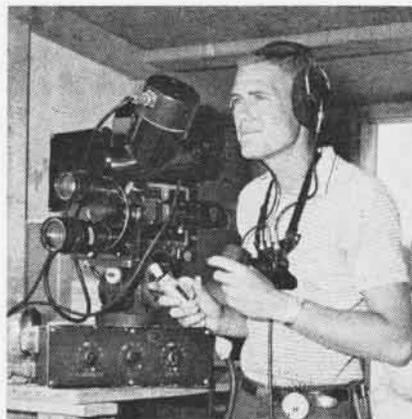
One of the special projects at NATF is the Strain Gage Laboratory, the backbone of the Instrumentation Branch which provides the needed availability of sensing devices for priority test projects. This small, dust-free, humidity-controlled laboratory is an important cog in research, development, testing and evaluation conducted at the facility. Before its establishment at Lakehurst, the manufacture of all the sensing devices was handled at various other military installations, such as NAMC PHILADELPHIA, and NATC PATUXENT RIVER. This lab is responsible for changing aircraft and arresting gear components into sensing devices which measure the mechanical forces which cause the stress and strain on the testing vehicle or arresting gear.

Photography, too, is keeping pace with the jet age. To expedite the

accomplishment of its mission, and to assist the test engineer in evaluating the test results, the Facility has its own modern, up-to-date Photographic Branch, including field and laboratory service.

Both motion picture and still photography are used. Often cameras are mounted on the test vehicle for its evaluation. For example, for the photo coverage at the catapult test site, cameras are mounted on either a test deadload or a live jet aircraft. Photo instrumentation is used to record such parameters as shuttle bounce, bridle tension, premature bridle shedding, and aircraft holdback.

Aircraft-mounted instrumentation cameras also record actual flight conditions. Synchronization of both airborne and ground-based cameras enables engineers to analyze accurately and evaluate the photographic data received. Zoom lenses are on hand to record all aircraft launches in the event



PHOTOGRAPHER READY "to throw switch" to record action as plane hook engages pendant.

there are unprogrammed occurrences.

Photographic instrumentation at the recovery system track sites ranges from the sled-borne to a complete photographic system which may have as many as eight cameras, a timing system, a control system, a lighting system, and a power supply for one project event. A photo trailer is the base of operations for the Photographic Branch at the arrested landing site.

NAS LAKEHURST is called upon to support agencies, both contractor and government, which develop ships installations equipment, as follows:

1. Providing test sites, facilities and service, including (a) operation of the Facility test equipment being used by a development agency as a tool for development purposes; (b) provision of instrumentation, photographic, machine shop, welder, rigger and other basic services; (c) installation ashore of equipment for test purposes and (d) performance of test work, including qualification testing, as a service for contractors, as directed by BUWEPs.

2. The station also makes facilities available to the U.S. Naval Air Test Center, Patuxent River, Md., and aircraft contractors for carrier suitability tests of aircraft, on request of BUWEPs. Technical advisors and observers and other services are available to NATC as needed for the testing of initial shipboard installations of new launching and recovery systems.

This, then, is the new face of Lakehurst. It is a giant whose efforts translate the complex requirements of the Navy into the smoothly operating equipment and systems which make the Fleet a potent, mobile, striking force in the turbulent world of today.

SELECTED AIR RESERVE



CAPT. W. P. TANNER, Jr., Los Alamitos C.O., congratulates new senior chief petty officers with star: *R. J. Hollis, J. W. Howeth, R. W. Cornish.*



BGEN. HUGH M. ELWOOD (R), CG, Marine Air Reserve Training Command, and **BGen. L. B. Robertshaw**, former CG, attend safety meet.

GCA Records Announced

The Ground Control Approach Unit reached a milestone at NAS LOS ALAMITOS when two air controlmen guided an Alameda S-2A to a station runway. It was the 85,000th landing in the 13-year history of the unit. The air controlmen were William Denton and David Haskill. The 85,000th plane was attached to VS-783, Alameda.

VAdm. P. H. Ramsey, ComNavAirLant, was on hand at NAS OLATHE to congratulate LCdr. D. Hull-Ryde on his making the 75,000 GCA approach at the station. GCA officer is Lt. M. E. Jackets, assisted by D. E. Heibel, AC2, and E. D. Curtis, RD1. LCdr. Hull-Ryde made the landing in one of Olathe's F-6A *Skyrays*.

The GCA unit, NAS NEW ORLEANS, recorded its 75,000th GCA when Cdr. Allen D. Hellman, VR-821's Commanding Officer, was directed to a landing in his C-54 *Sky-master*. Officer in charge of the New Orleans unit is LCdr. W. A. Jensen.

Marines Like New Rocket Pod

The ordnance section of Marine Air Reserve Training Detachment and Marine Attack Squadron 233 at NAS NEW ORLEANS reports great results with the newer AERO-6A-1 rocket pod which replaces the old "organ pipe." The squadron has had 100% of ex-

penditures since first firing the pod in early October. Every rocket has been fired, no misfires. Pilots of VMA-233, who are using the pod at every drill, are well checked-out in its use.

To the Rescue

A Marine UH-34 helicopter from NAS WILLOW GROVE rescued an injured man from a precarious perch on a narrow ledge of a quarry near Swarthmore, Pa. The helicopter, belonging to HMM-772, then on maneuvers, was piloted by Capt. John Bluthardt and Capt. Robert Kirkpatrick. Lt. Edward Matthews, a Navy doctor, was aboard.

The man rescued was Daniel Connor who had climbed a six-foot wire fence overlooking the quarry and tumbled 50 feet to the ledge, about 60 feet above the water below. In the fall, he suffered a broken leg, cuts and bruises. He was there seven hours before some one heard his cries and notified the police.

The police called NAS WILLOW GROVE and the helicopter was sent out to the rescue. The steep walls of the quarry presented a problem. Cables from the helicopter were too short, and the rotor blades, longer than the five-foot width of the ledge, prevented the aircraft from coming close enough to pick up the injured man.

A litter was lowered from the top of the quarry, and police and firemen, who had climbed down earlier, placed Connor in a basket. One of the men on the ledge, a rope around his waist, leaned out to catch a cable Bluthardt swung from the hovering UH-34. The cable was fastened. Bluthardt lifted his helicopter, the litter was pulled free, then lowered to a dry section on the quarry bed. Connor was placed in the aircraft and flown to a nearby golf course where an ambulance took him to a hospital.

Another Act of Mercy

Capt. Phillip L. Elliott, a Marine Corps pilot attached to MARTD NEW ORLEANS, made a mercy flight. A man in Walnut Ridge, Ark., who was burned over 78 to 82 per cent of his body, required 500 cc of Plasmanate.

Capt. Elliott flew the package from New Orleans in an RF-9J *Cougar* jet, arriving at the Arkansas AF Base, the nearest airport to Walnut Ridge an hour later.

Without the Plasmanate, the officials at the hospital stated that the patient would not have survived. Less than 24 hours after the delivery, a medical report revealed the man's chances for survival had risen to well above 50 percent in his favor.

Plane Captain Wins Award

A plane captain with VP-912, attached to NAS SOUTH WEYMOUTH, Edward Baranow, ADRI, has won the Federal Aviation Agency's Aviation Mechanic Safety Award in competition with thousands of other U. S. airline personnel. Baranow won top honors for Region I, one of the seven geographical areas into which the FAA divides the United States. He emerged from the nation-wide competition as



TV STAR and singer Patti Page helps NAS Olathe recruit at Kansas City Auto Show.

one of only seven men throughout the country who have earned the title of top airline mechanic.

A Northeast Airlines instrument mechanic, Baranow won first honors for improvements he made in a part of the complex system of the line's aircraft.

Now holding the rating of Aviation Machinist Mate, Baranow has been with the Navy for 19 years. During WW II, he won the Air Medal, Victory Medal, American Area, Asiatic-Pacific, Philippine Liberation (two stars) ribbons and three unit commendations.

For the past three consecutive years, he has received the U. S. Naval Reserve's Combat Readiness Award for maintaining perfect drill attendance.

Faster Way to Go

The problem of long-distance driving to weekend drills has been solved by Aviation Machinists' Mate Robert G. Baker of Rossford, Ohio. He flies.

Once a month, he dons the helmet, goggles and leather jacket of a pre-war barnstormer, hops into an ancient biplane and wings his way 65 miles to NAS GROSSE ILE, Michigan.



IN OLD BIPLANE, Robert Baker, ADRI, flies from Rossford, Ohio, to Grosse Ile for drills.

After two days of working on his squadron's A-1E Skyraiders, he returns to civilian life as the owner of a machine shop.

There are no traffic jams for him. Were he to drive, he would be involved in the metropolitan mazes of both Toledo and Detroit.

Baker took to open-cockpit flying three years ago when he bought a Stearman PT-17. In contrast to the Skyraiders he tends for the Navy, the biplane has no radio or electronic gear of any type. There is no canopy and the instrument panel is about as complicated as that of a compact car.



AT THE ORPHANAGE of Colegio de las Carmelitas in Puerto de Santa Maria, Spain, VR-874's C.O., John Sabaida, and G. C. Garbett, AT2, present supplies airlifted to Rota by squadron.

Since the PT-17 is easily landed in any handy field if he gets closed in, he expects the day will come when he has to hitch-hike part of the trip. But until then, he'll continue to beat the traffic and keep the station's operations department on its toes by telephoning his flight plan, "I'll be there when you see me."

Father Swears in Reservist

At NAS LOS ALAMITOS, First Sergeant Dean C. Spencer swore in his 18-year-old daughter, Marjorie Dianne, for a six-year career in the WAVES. She joined the Naval Air Reserve on the advice of her father, a sergeant major in Helicopter Squadron 764. Miss Spencer will serve as a yeoman with VR-744.

Friendly Americans

When Naval Reserve Transport Squadron 874 flew to Europe from NARTU ALAMEDA for two weeks of active duty training, the squadron carried a quantity of food and clothing to orphanages in Spain and Italy. They took approximately 1000 pounds of food donated by the Meals for Millions Foundation in Los Angeles. One part of their load was the high protein multiple-purpose food.

Cdr. John Sahaida heads VR-874.

AT SEA WITH THE CARRIERS

ATLANTIC FLEET

GUADALCANAL (LPH-7)

Marines lay claim to an all-time record for one day helicopter qualifications off LPH's. MAG-26 pilots made 1134 such landings on the *Guadalcanal*.

Returning to her home port, Norfolk, from an operational shakedown cruise in the Caribbean, the ship paused for three days off the coast of North Carolina's Onslow Beach while carquals became the business of the day. In a three-day period, the MCAF NEW RIVER-based helo pilots made 2911 day and night landings.

All qualification landings were made without incident. Capt. Dale K. Peterson, commanding LPH-7, messaged Col. Kenneth L. Reusser, commanding the Air Group, "MAG-26 pilots are to be commended for their safe and expeditious operations."

WASP (CVS-18)

A new sonar installation was fabricated for *Wasp* during her current FRAM overhaul in drydock No. 3 at South Boston Annex of the Boston Naval Shipyard. The bow was cut to a height of approximately 20 feet above the keel line. The new bow section, including the sonar dome, extends two feet below the keel line.

SHANGRI LA (CVA-38)

Architectural and not aeronautical flights claimed the attention of Air Department personnel from *Shangri La* while anchored at Cannes, France, during a nine-day visit. Target of their attention was a worn and potentially dangerous stairwell in the Home for the Aged, sponsored by the Little Sisters of the Poor.

In chipping, painting, and renovating the five flights of stairs, the Air Department contributed some 534 man-hours of work to the Catholic in-



IN SPARTAN, DISCIPLINED LINES, men of *USS Saratoga (CVA-60)* stand attentively at flight deck parade as the carrier enters Athens, Greece, a port of call during her 1963 Med cruise.

stitution which houses 120 elderly people. So impressed and grateful were the women residents that they had a special mass offered for the men participating in the project.

Before the job was completed, foul weather and heavy seas caused boating to be cancelled and success of the project was in jeopardy. The wives of the department's Lt. William Sale (Carol) and Ltjg. Douglas McGoon (Betty) pitched in with the painting until the men could return ashore. The wives are touring southern Europe while *Shangri La* is operating as a unit of the Sixth Fleet.

FRANKLIN D. ROOSEVELT (CVA-42)

On her first voyage upon completing yard work at New York Naval Shipyard, *FDR* took on more than a

quarter of million pounds of relief materials for distribution to needy people overseas. The cargo of books, medical supplies, and other items, was offloaded at the Norfolk Naval Supply Center for further distribution by the Atlantic Fleet Director of Project *Handclasp*.

ESSEX (CVS-9)

Essex joined Naval forces of Pakistan, Turkey, Iran and the United Kingdom upon her arrival at Pakistan, for a series of exercises with units of Central Treaty Organization (CENTO) nations. The combined air-sea exercise was code-named *Midlink VI*.

The only other carrier in the exercise was Britain's *HMS Ark Royal*. During their first liberty ashore in in Karachi, officers and men from the

two ships met and exchanged invitations to visit each other's ships. Interest and enthusiasm for such visits became so great that *Essex* invited several hundred officers and men from *Ark Royal* aboard for lunch and a tour. Their British friends reciprocated.

While operating in the Arabian Sea, *Essex* recorded her 115,000th arrested landing. Piloting an S-2D *Tracker* was Lt. Rowlett Bruce, Flight Officer of VS-39. His copilot was Lt. John Butterfield, also of VS-39.

The Mediterranean-Middle Eastern tour was a success. This was reflected in two messages received by RAdm. Donald Gay, ComCarDiv 18, based aboard. In them, congratulations were extended by Adm. D. L. McDonald, CNO, and Adm. C. D. Griffin, Commander in Chief, U.S. Naval Forces, Europe.

ENTERPRISE (CVAN-65)

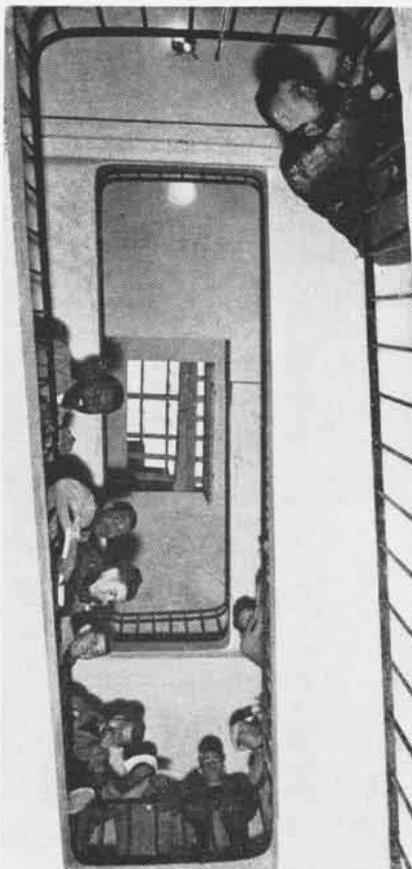
While at Norfolk, *Enterprise* entertained Adm. Sir David Luce, First Sea Lord and Chief of Naval Staff, Royal Navy. He was given a briefing on the *Big E's* capabilities and conducted on an extensive tour of the ship.

Later, Congressman Don H. Clausen, Republican Representative of the First District of California, visited the nuclear-powered carrier as she operated off the Virginia Capes. Congressman Clausen is himself a veteran carrier pilot, having served in the Asiatic-Pacific Theater from 1942 to 1945. He, too, was briefed on the *Big E* and toured the ship during the two-day visit.

Earlier, the Indonesian Minister of Defense, Gen. Abdul Haris Nasution, and a party of seven Indonesians, boarded the carrier by helicopter. He was a guest of the Chairman of the



CALIFORNIA Congressman Don Clausen, a former carrier pilot, is checked out in an F-4B.



SHANG's Air Department renovates the staircase in a Cannes, France, home for the aged.

Joint Chiefs of Staff. RAdm. W. I. Martin, ComCarDiv Two, and Capt. F. H. Michaelis, commanding the carrier, greeted the guests.

FORRESTAL (CVA-59)

A flag, presented to Adm. George Dewey and his flagship, the cruiser *Olympia* in 1898, has been presented to *Forrestal's* Commanding Officer, Capt. Dick H. Guinn. At the same ceremony, RAdm. Samuel R. Brown, ComCarDiv Four, was given a key to the city of Florence, S.C.

Both ceremonies were conducted aboard the carrier. Dr. Leon Banov of Charleston presented the flag. He had found it in a trunk his father had bought at auction. Dr. Banov met Capt. Guinn during a previous cruise in *Forrestal*. Mayor David H. McLeod of Florence presented Adm. Brown a key to his city in gratitude of *Forrestal's* part in a week-long guest cruise on which eight Florence citizens were invited.

PACIFIC FLEET

YORKTOWN (CVS-10)

If an alliterative headline hack were to have at this story, he'd probably label it: "Caper of the Commended Cop's Cap Catcher." But however the headline would read, a *Yorktown* sailor now has a pretty good friend in Long Beach, Calif., Assistant Chief of Police William E. Kummer.

It started when Kummer was assigned to supervise police activity at a parade in downtown Long Beach. During the day's events, he removed his hat and placed it on the seat of his patrol car. Later, he discovered the cap was gone. According to a release from CVS-10, Chief Kummer's faith in his fellow man never wavered, for he believed it "must have fallen out of his car."

In the meantime, Billy Lee Macha, MNSN, of *Yorktown's* G Division, ruined what might have been an interesting cops-and-robbers tale by discovering the hat in Banning Park in nearby Wilmington. He recognized the hat and returned it (see pic on p. 35).

Chief Kummer was impressed by Macha's consideration and wrote a letter of commendation to Capt. J. P. Lynch, commanding the carrier. Macha, himself impressed by the Chief's consideration, now has a land tale to tell that few shipmates can cap.

MIDWAY (CVA-41)

Lt. Fred Withers of VA-23 made the 111,000th landing on the *Midway*, in an A-4E *Skyhawk*.

Evaluation of the carrier's SPN-10 automatic carrier landing system continued as an F-4 *Phantom II* and an



C.O. OF CVAN-65 shows Indonesian Minister and party ship's flight deck control board.



VIEWED from a street in Hong Kong is Hancock which visited this port three times during her recent six-month tour with the U.S. 7th Fleet.



CENTURIONS ALL. Pilots of VA-216 in USS Hancock muster in front of a squadron A-4C when last pilot in the unit qualifies as Centurion.

F-8 Crusader from NATC PATUXENT RIVER made "hands-off" landings aboard while the ship was operating off the California coast.

After months of preparation, *Midway* began her fifth WestPac cruise. First stop was Pearl Harbor. After a weekend liberty, the carrier went through ORI, passed it successfully, and returned to Pearl for another "72." TV-movie star Jim Backus ("Mr. Magoo") boarded for a brief tour. The carrier's next port was Subic Bay.

During the ORI, the fighting *Red Checkertails* of VF-24 set a new mark. They recorded the highest numerical grade of any F-8 fighter squadron for the year and came in second for high score contest on the 30,000-foot banner. They then unerringly splashed a *Regulus* with 20mm fire. The squadron, commanded by Cdr. Charles Price, is deployed aboard the *Midway*.

KITTY HAWK (CVA-63)

"*Kitty Hawk*/CVG-11 is the best Weapons System we have observed this year," stated ComFAir Hawaii in reporting results of the ORI conducted while the carrier was en route to the carrier's WestPac tour. ComFirstFlt, VAdm. R.T.S. Keith, also commended CVA-63. "I note with pleasure," he said, "the outstanding ORI grades assigned *Kitty Hawk*/CVG-11. Consider this performance a continuation of high standards shown during pre-MidPac operations. Well done."

During underway replenishment from the Seventh Fleet refrigerator

ship USS *Graffias* (AF-29), the *Kitty Hawk* crew was given a mascot, a hawk dubbed Katherine—Kitty, for short. The hawk had been captured on *Graffias*' fantail and highlined to the carrier. Grateful *Kitty Hawk* told the donor, "*Kitty Hawk* has long needed a mascot and is very grateful to *Graffias* for the gift of Katherine Hawk. In view of the sign on her cage, we are taking your word she is a girl. No volunteers to verify same. Many thanks."

After a few days, however, it appeared that Katherine could not adjust to the noise of the other "birds" on board and she was reluctantly binged to the beach.

Sam V. Fincher proved not a very artful dodger, draft or otherwise. He received a notice from his local draft board warning him he'd better register or else "action" would be taken. He's an ATC in the V-6 Division aboard and has been on active service since 1942.

Kitty Hawk's first Double Centurion is Ltjg. Dennis Riegle of VA-115, scoring the 200th touchdown during a single normal tour. About a week later, the carrier had her first three Double Jet Centurions, all from VA-113. They are Lt. Thomas C. Kennedy, Lt. Marvin I. Clark, and Lt. George C. Creighton, III.

In the Western Pacific with the Seventh Fleet, the carrier was visited by Adm. Claude V. Ricketts and VAdm. Thomas H. Moorner for an overnight stay during Exercise *Big Dipper*.

For this exercise, Nationalist Chinese forces joined with U.S. units. The amphibious exercise was conducted off the coast of southern Taiwan. The carrier was one of 20 ships participating; she supplied air support for the simulated, but realistic battle problems encountered during the brief exercise.

KEARSARGE (CVS-33)

Helicopter Anti-submarine Squadron Six, embarked in the *Kearsarge*, reports a new high in hours flown during a single month. While operating in the Far East, 44 pilots in the squadron flew a total of 1134 hours, each averaging 51.5 hours. They operated SH-3A *Sea Kings* and UH-34G *Sea Horses*. The squadron, home-ported at NAAS REAM FIELD and commanded by Cdr. Ralph R. Riley, has since returned to the U.S.

Kearsarge claims to have robbed *Yorktown* of a record: the number of hours of continuous ship's radio broadcast in mid-Pacific waters. Station KEAR kept 11 off-duty radio announcers and disc jockeys on the air for 315 consecutive hours—the length of the trip from Japan to Long Beach. The previous mark of 106 hours, CVS-33 reports, was set by CVS-10. *Kearsarge*, flagship for RAdm. C. A. Karaberis, is commanded by Capt. P. N. Gray.

HORNET (CVS-12)

The UH-2A *Seasprite* logged another successful rescue to its growing list of mercy flights when a helo from HU-

1's Det N lifted a destroyer sailor from the Pacific. The seaman had been swept overboard during refueling operations with the *Hornet*. The carrier-based plane effected the rescue eight minutes after the seaman's entry into the water.

HANCOCK (CVS-19)

During the recent Far East tour in *Hancock*, the *Black Diamonds* of VA-216 became an all-Centurion squadron, one in which every pilot attached has completed 100 arrested landings on the same aircraft carrier. Lt. G. A. Fox turned the trick with his 100th arrestment in an A-4C *Skyhawk*. The squadron is commanded by Cdr. J. W. Miller. This was the squadron's second Far Eastern tour in the *Hancock*.



CAP CATCHER *Maeba* of *Yorktown* returns recovered cap to police chief W. E. Kummer.

CONSTELLATION (CVA-64)

In shipboard ceremonies while the carrier was anchored at NAS NORTH ISLAND, Capt. Frederic A. Bardshar became CVA-64's third commanding officer, relieving Capt. Stanley W. Vejtasa.

Ltjg. Bryson H. Thompson of VF-121 is the last pilot to serve as a replacement to the Navy's remaining F-3A *Demon* squadrons. With the changeover to F-4B *Phantom II*, currently the world's fastest jet aircraft, the *Demon*, which began its Naval service in 1957, is on its way to retirement.

The 18,000th arrested landing aboard CVA-64 was made by Ltjg. Bert L. Steele, Jr., of VA-146, in an A-4C *Skyhawk*. The landing was made while the carrier operated off the coast of southern California.

CORAL SEA (CVA-43)

Capt. Charles E. Roemer, commanding the *Coral Sea*, is now a member of the Ten Thousand Trap Club. Ltjg. Larry D. Kennedy of VA-155 made the 10,000th arrested landing aboard since Capt. Roemer assumed command of the carrier in February last year. Ltjg. Kennedy landed an A-4B *Skyhawk*.

Coral Sea reports the qualification of the first Marine pilot operating with the Seventh Fleet to make the Centurion catch. Capt. Vincent P. Hart, an exchange pilot from MCAS EL TORO and now serving with VA-155, made his 100th landing aboard 11 months after reporting to the squadron. He is an exchange pilot.

BON HOMME RICHARD (CVA-31)

Capt. G. S. Morrison relieved Capt. R. P. Kline as C.O. of the *Bonnie Dick* in ceremonies aboard the carrier while berthed at NAS NORTH ISLAND. The carrier then proceeded to Hawaiian waters for extensive training exercises in preparation for her Far East cruise.

TICONDEROGA (CVA-14)

Before *Ticonderoga* said farewell to *Oriskany* as the latter readied for her

current deployment, she invited 200 children of CVA-34 crewmen to join 400 of her own in an on-board party. Cartoons were shown, presents distributed, and several live entertainments given. Among them, according to a *Ti* release:

"Jon Provost, alias Timmy, the child star of the TV series 'Lassie,' will tell Hollywood secrets of why Lassie is not a girl dog but a boy dog, and how Provost himself got into pictures and became one of the top young stars of motion pictures."

OF INTEREST . . .

Sometimes billed as "the smallest aircraft carriers in the Fleet," drone aircraft catapult control craft (designated YV's) do valuable, yeoman service. USS *Targeteer* (YV-3), for instance, is a converted LST. MQM 36A drones, manufactured by Northrop's Ventura Division in California, are launched by catapult installed in the forward main deck. Once airborne, the drones are controlled through flight patterns by a deck control officer. VU-3, based at NAS NORTH ISLAND, maintains the drones. The squadron reports the 1000th launching.

Targeteer is commanded by Lt. Donald L. Pfister and has a crew of seven officers and 43 enlisted personnel.



STARTING FOR THE FAR EAST, USS *Bon Homme Richard* (CVA-31) displays on deck some of her air arm. Among those shown are *Crusaders*, *Skyhawks*, *Skyraiders*, and *Skywarriors*



ROGER KELLY AND JAS. SCHROCK WATCH LTJG. STONE OPERATE HAM RADIO RECEIVER

HAMS: K4HDI IN CVS-15; W4KNF, CVA-62

LTJG. JACK STONE makes it possible for men aboard *Randolph* (CVS-15) to talk to their families and friends ashore while the carrier is cruising the Atlantic. He does this when operating an amateur radio, call letters K4HDI. There are only about 50 such stations in the Atlantic fleet.

When he boarded the *Randolph* in 1961, he applied to the Chief of Naval Operations and the Federal Communications Commission for permission to set up a ham shack. Permission was granted and he moved equipment aboard. During last summer's Midshipmen's cruise, he put through more than 900 phone patches. According to a release from the carrier, almost everyone from the commanding officer and the Admiral's staff to the most junior seaman apprentice aboard talked to his family while at sea. One man even proposed to his sweetheart over the air.

CNO encourages shore-based hams to contact maritime mobile stations by offering the Navy Maritime Mobile Certificate Award to all hams who contact five or more Naval ham stations.

Amateur radio operators send personal postcards, usually imprinted with

their call letters, confirming each contact. One night, Ltjg. Stone conversed with a "Barry" in Washington, D. C. (Ham radio contacts are made on a first-name basis only.) Several days later, he received a QSL (confirmation) postcard from this contact and only then realized he had been talking to Senator Goldwater of Arizona.

In USS *Independence* (CVA-62), Lt. H. R. Cowden, Aviation Electronics Officer with VAH-1 based aboard, recently said: "Being a ham operator is one of the greatest accomplishments in the world. It's something different and offers a lifetime of satisfaction in bringing happiness to others." The call sign for the carrier's amateur radio station, W4KNF, is permanently registered in his name at his home station in Winter Park, Fla.

Each member of Lt. Cowden's ham operators' team in CVA-62 has a nickname as well as his own registered call sign. They are: "Bob" L. Melton, AOC, of Harrisburg, Ill., station K4UNM; Lt. "Jim" McConnel, an Air Group Flight Surgeon, of Ft. Lauderdale, Fla., K4IFK; "Mack" McConney, AT2, Youngstown, Ohio, K8YEG; "Bud" McCume, AM1; and

"Bill" Pike, Philco Technical Representative, Jacksonville, Fla., W4UBT. At sea, they work W4KNF.

VT-29 Pilot Sets Mark Instructor Logs 2400 Safe Hours

Lt. Stanley W. Jones of Training Squadron 29, based at NAS CORPUS CHRISTI, recently completed 2400 accident-free hours in the R4D-8 *Skytrain*. Lt. Jones accumulated the hours in three years of duty with VT-29 and has averaged 16 flight hours per week in his present assignment. VT-29 has flown some 60,000 accident-free hours since March 1959.

According to VT-29, Jones' total is a record for the Naval Air Advanced Training Command, and, perhaps, for the entire Air Training Command.



LT. JONES IS 'CARRIED' FROM HIS PLANE

Lemoore Radar Mark Set 50,000th Approach in November

The Radar Air Traffic Control Center (RATCC) at NAS LEMOORE completed its 50,000th radar approach in November. Lt. D. A. Gregg of VA-125 piloted an A-4 *Skyhawk* in the milestone landing which was controlled by Mr. William Rodenhurst of FAA and Robert S. Stolz, AC1.

Lemoore commenced operations in July 1961 and is among the six busiest airports in the nation according to Capt. R. E. Breen, Jr., C.O. Capt. Breen estimated that more than a quarter-million takeoffs and landings were made at the air station in 1963. The RATCC unit averages nearly 2000 final approaches each month.

RATCC is a jointly staffed FAA/Navy facility comprising a radar room with equipment capable of scanning over 100 miles. FAA personnel control arriving and departing aircraft while Navy controllers conduct the precision final approach of the landings.

HANCOCK HELPS HONG KONG REFUGEES



FACTORY like this, sponsored by Maryknoll Missionaries and Hancock crew, will help Hong Kong refugees produce some of half million pounds of noodles yearly from U.S. ingredients.



CHILDREN help the Maryknoll missionaries by packaging noodles produced in factories.

WHEN THE USS *Hancock* (CVA-19) visited Hong Kong in August 1963, her crew saw thousands of homeless refugees from Red China in need of food and medical care. The Navy men decided to do something about the situation and raised \$5000 among themselves in Project *Helpful Hannah*. The money went to two organizations already aiding the Chinese—Maryknoll Missionaries and "Project Concern," the latter founded and headed by Dr. Jim Turpin. The missionaries needed another factory to convert U.S.-supplied flour, milk powder and cornmeal into noodles for local consumption. Dr. Turpin wanted a boat so that he and his staff could reach the sick unable to come to his floating clinic for treatment. A noodle factory is being built and a 36-foot ambulance-boat, nicknamed "Helpful Hannah," has recently been purchased.



MISSIONARY FATHER John D. Moore, receives model of factory to be built outside Hong Kong from R. F. McGonagle, DT2, aboard *Hancock*.



FLOATING CLINIC, named "Yauh Oi" (Brotherly Love), serves as Dr. Turpin's headquarters in Yumanti Shelter, Kowloon, Hong Kong.

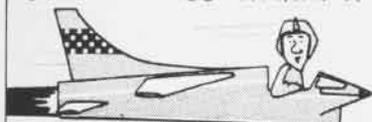


DR. TURPIN, who left a successful practice in California to start "Project Concern," treats one of the refugee patients at his clinic.

THE JET STREAM

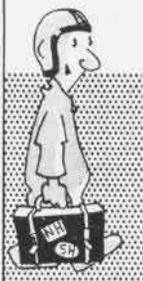
Lt. N.F.
O'CONNOR

1 THE JET STREAM IS DEFINED AS RELATIVELY STRONG WINDS CONCENTRATED WITHIN A



NARROW STREAM IN THE ATMOSPHERE, USUALLY WITH A STRONG WESTERLY COMPONENT OF FIFTY KNOTS OR MORE.

2 JET STREAMS ARE ENCOUNTERED IN BOTH THE NO. AND SO. HEMISPHERE. IN THE NO. HEM. THERE ARE 2 DISTINCT & SEPARATE SYSTEMS, THE POLAR & THE SUBTROPICAL JET. BOTH ARE MOST INTENSE AND PROMINENT IN THE WINTER MONTHS.



3 A THIRD, BUT INDISTINCT AND DISCONTINUOUS JET STREAM IS THE SUBARCTIC JET. IT IS MUCH WEAKER THAN EITHER THE POLAR OR SUBTROPICAL JETS, AND MAX. VEL. SELDOM EXCEED 100 KTS. THIS PARTICULAR JET STREAM IS MOST PROMINENT DURING WINTER & SPRING.



4 THE JET STREAM DOES NOT FOLLOW A STRAIGHT HORIZONTAL COURSE AROUND THE GLOBE, BUT MEANDERS NORTH AND SOUTH, AS WELL AS VERTICALLY. THE JET STREAM OCCASIONALLY COMPLETELY CIRCLES THE NORTHERN HEMISPHERE, BUT MORE OFTEN IT IS BROKEN AT SEVERAL POINTS.

5 MAXIMUM WINDS ASSOCIATED WITH THE POLAR JET ARE FOUND IN WINTER AT ABOUT 35,000 FEET. IN LOW LATITUDES THE JET STREAM ATTAINS SPEEDS AS HIGH AS 250 KNOTS. THE MAX INTENSITY IS FOUND USUALLY BETWEEN 30° & 40° NO. LATITUDE.



6 THE CENTERS OF MAXIMUM SPEED IN THE JET STREAM OFTEN ENTER THE WEST COAST OF THE U.S. THEY MAKE THEIR WAY MORE OR LESS CONTINUOUSLY ACROSS THE COUNTRY, TAKING ABOUT 2 OR 3 DAYS.



by about 15 years, the first to develop and fly a liquid fuel rocket faster than the speed of sound, first to develop gyro steering apparatus for rockets; first to patent the idea of a multi-stage rocket, and first to explore mathematically the practicability of using rocket power to reach the moon.

Chutists in Night Jumps Is 'First' for Jax Navy Sport Club

Instead of reaching for heights, the Jax Navy Sport Parachute Club aimed for the lights. A seven-man team executed the club's first night parachute descents. The jumps were made from altitudes of 3500 feet and 7500 feet over a specially lighted target at Whitehouse Field.

During the jumps, each chutist wore a specially adapted beacon attached to his protective helmet. Their stop watch and altimeter instrument panels were also lighted to enable them to read the dials and know when to open their parachutes.

To enable the ground crew to follow the jumpers after they were within hearing distance, the descending skydivers blew whistles in short blasts and held the light beams from flashlights into their canopies.

Making up the night-jump team were Rick Marini, HM3, Harry Wood, PR2, Ted Sergeant, PR1, Larry Parmer, AE3, Bob Etheridge, AN1, Shelia Kavanaugh, RM3, and Rick Valley, AE3. All were eager to jump again, next time from even higher levels.

20,000 Safe Flying Hours HS-3 Record Covers Three Years

Cdr. J. C. Wilkins, Jr., C.O. of Helicopter Anti-Submarine Squadron Three, piloted an SH-3A *Sea King* to the squadron's 20,000th hour of accident-free flying when he landed in December aboard USS *Intrepid* (CVS-11) while operating in the western Atlantic.

The record began in November 1960 while HS-3 pilots were flying the SH-34 helicopter. In the three-year period, HS-3 flew 15,000 hours in the SH-3A, made approximately 34,000 landings and flew 8,200 hours at sea. The squadron acquired the *Sea King* in September 1961.

Lt. Glenn Cook, an exchange pilot from the Royal Canadian Navy, is currently the safety officer of HS-3.

Goddard Award Initiated Donated by United Aircraft Corp.

A new award carrying a \$10,000 prize donated by United Aircraft, is to be presented annually by the American Institute of Aeronautics and Astronautics. The announcement was made by William H. Pickering, president of AIAA, and William P. Gwinn, president of United Aircraft Corporation.

The new award will be called the Goddard Award in honor of Robert H. Goddard, the American scientist who pioneered modern rocketry. It will be presented each year at the Honors Night Dinner during the

AIAA annual meeting. The first presentation will be made this coming June.

The prize will go to the aerospace engineer or scientist who has made an outstanding discovery or a series of outstanding technical contributions over a period of time, in the field of propulsion or energy conversion. The award may also be presented for accomplishments outside the fields of propulsion and energy research for outstanding scientific or engineering creativity.

Dr. Goddard was the first to develop and fly a rocket motor using liquid fuels, anticipating the German V-2's

Editor's Corner

COLOR ON THE YELLOW SHEET.

On a post-flight write-up, VF-211's executive officer, Cdr. D. E. Kimble, sought the proper words to describe a malfunction in his airplane's guns. "Guns fire in spurts—lope, chug, chug," he finally wrote on the "yellow sheet."

Squadron ordnancemen, repairing the guns on the USS *Hancock*, quickly found the trouble and cleared the gripe sheet with the following report: "Broken port feed mechanism switch was making guns go lope-chug-chug. Changed port mechanism and now guns go rat-a-tat-tat-tat-tat!"

End of the Trail. Finishing up one of the last deployments with the venerable UH-25 (HUP) helicopter, a correspondent for the HU-1 squadron newsletter, *The Chopper* writes:

"The HUP has been around a long time. It has proven to be a reliable utility helicopter and a lot of men owe their lives to it. Those of us who have flown it know now how the cowboy feels as he puts his favorite old pony out to pasture to live out his days browsing in the sun, or how the farmer feels as he sees his old Model A hauled off to the junk yard. They might be gone, but they will never be forgotten."

KEEPING UP WITH THE TIMES.

Seamen and airmen long have been acquainted with the Submarine Sandwich, an elongated bread concoction usually filled with a variety of meats and cheeses garnished with whatever is available in the galley. Now—according to the Long Beach *Seahorse*—the Sub Base Cafeteria at Pearl Harbor features a new sandwich called the "Polaris!" The stock model "Polaris" contains ham, banana slices, turkey, coconut shreds, pickle relish, mayonnaise, lettuce, olive slices and "as many sweet gherkins as there is passenger space."

The advanced model of the *Polaris* has, additionally, some chopped nuts and pineapple slices. The *Seahorse* points out, "It is no longer safe to simply order a submarine without a preliminary briefing on the class subs available."

Advice to the Seaworn. To brighten up its pages during a Western Pacific cruise, the *Coral Sea Breeze* (ship's newspaper) added a column called "Dear Abby-San." It is an advice column with cryptic answers given to facetious questions. Adorning the column head is a photo of "Abby-San," a sailor wearing a flowing wig.

CRY ME A LETTER. Postal clerks aboard the USS *Bennington* had to spend many hours drying out a sack of letters from home. Wetness of the mail was due to the ditching at sea of a delivery helicopter en route from a shore base, and not due to an overabundance of tearful "Dear John" letters, as one man suggested.

Half a Pilot? While awaiting orders to report to Pensacola for flight training, Ensigns D. E. Jacobs and A. I. Bennigson were assigned to temporary duty with Patrol Squadron 48 at NAS NORTH ISLAND. Because they received squadron level indoctrination training before becoming aviators, the two young officers were given honorary designations as PP3½P (Patrol Plane Third and a Half Pilot). It was an extension of the PPC-PP1P-PP2P-PP3P crew assignments usually found in VP squadrons.

ewe SAID IT. Practicing parachute jumps in New Zealand recently, five members of the VX-6 Para-Rescue

Team ended up with obviously "sheepish" grins. Jumping from a transport aircraft near Wigram AF Base, tricky winds carried the five chutists one mile beyond their intended landing area, dropped them smack into the middle of a convent's herd of sheep.

Shower Aboard Ship. Apropos the article in this month's NANews about the importance of the carrier's water evaporator system (pp. 20-21), an airman wrote in his squadron newsletter of his own experience:

"It's time to take that old Navy tradition, the shower, and you can take it if the water doesn't stop. It has an uncanny sense of perceiving just when you are soaped down and ready for a rinse to shut off. So you stand in the stall feeling part way ridiculous, which stems from your lack of clothes. But today is your lucky day and the water comes on in a half hour. This is after the soap has long since dried and 400 people have gathered in front of your stall yelling for you to 'Hurry up, it's time to hit the rack.'

"After climbing into your own little corner of the ship you find that the guy two feet away neglected to take his shower, so you are in for a pretty rough night. But you have learned the hard way not to sweat the small stuff, so you turn over on your side just as every light goes out for the night." (Names of squadrons and the ship are withheld in the interest of internecine peace).

Pettibone's Pearls of 1952: "Experience is the cheapest thing you can buy, if you're smart enough to get it second hand."



LETTERS

Earlier Yet



VQ-1'S BLUE FLAG DATES FROM JUNE 1959

SIRS: Upon review of recent issues of your magazine with reference to the claim of AEWRON 13 to be the first in Naval Aviation to have an individual unit flag and the subsequent challenge of AEWRON 4, Fleet Air Reconnaissance Squadron One, in turn, challenges VW-4.

The original VQ-1 flag was procured in June 1959. It was not officially used, however, until August of that year during change of command ceremonies. The original was much like the present flag, except that the name of the squadron was Electronic Countermeasures Squadron One. After the name of the squadron was officially changed to Fleet Air Reconnaissance Squadron One in January 1960, the present flag was obtained.

The flag is made of dark blue cotton and the lettering is embroidered in white. The insignia is the official VQ-1 emblem with the famous black bat as the predominant feature. The background is light sky blue. The globe is green with red islands and a black ship indicating that the squadron has always operated over vast expanses of the Pacific Ocean from numerous island bases as well as from carriers of the Seventh Fleet. Since the early days of its commissioning, the officers

PHOTO CREDITS

Photographs illustrating the story on Project 60, the reproduction of the Wright Brothers' 1903 Flyer (pp. 14-15), were taken by Tom McAvoy, and made available by the Aerospace Industries Association, with the exception of that of LCdr. Kastner, which was furnished by the British Aircraft Corporation, and that of the completed airplane which was taken by John S. Attinello.

Pictures illustrating the report of Navy helicopter rescues at the time of the Roosevelt Hotel (Jacksonville) fire on page 12 are used through the courtesy of the Florida Times Union and WFGA-TV Jacksonville.

NANews thanks all of them for their generous cooperation.

and men of VQ-1 have striven to uphold their motto, "The Navy's Number One Squadron."

P. B. DUNBAR, LT.
Squadron Historical Officer

Visual Aids Distributed Fire Fighting Info Illustrated

New and revised sets of visual training aids and illustrated transparencies covering aircraft fire fighting and rescue operations have been distributed by BUWEPs to naval units. They are to be used in fire fighting training programs outlined in BUWEPs Inst. 11320.7.

Information on the new training aids is contained in BUWEPs Inst. 11320.8 of 18 October 1963. An allocation list of units receiving the aids is included.

Stratoscope II Success Data from Giant Stars Recorded

A mass of detailed data on Jupiter and six giant stars was gathered by the *Stratoscope II* balloon-borne 36-inch telescope launched into the stratosphere from Palestine, Texas, in late November. The instrument made infrared studies at 80,000 feet throughout the night, recording information never before available to astronomers. It was brought down near Kosciusko, Miss., the next day.

Sponsored by the National Science Foundation, the Office of Naval Research and the National Aeronautics and Space Administration, *Stratoscope II* is the most sophisticated program ever attempted for making scientific observations by means of balloons. Objective of the flight was to trace the infrared spectrum of Jupiter and certain red giant stars.

"From our present indications, the flight was an unqualified success," said Dr. Martin Schwarzschild of Princeton University, Project Director. "The balloon operations—a highly difficult task—were carried out exceptionally well. Remote control of the telescope also worked out almost perfectly, and it appears that we have received unexpectedly fine scientific data."

Mark Set at NAS Atsugi 125,000th Approach is Recorded

Ground Controlled Approach Unit 26, based at NAS ATSUGI, recorded its 125,000th landing in November. Two F-3B Demons from the USS *Oriskany* were brought in by N. Matsuoka, PO2, of the Japanese Maritime Self Defense Force (JSDF) to set the mark.

LCdr. James V. McElhiney, OinC of the unit, was on hand when the pilots, Lt. J. E. Thetford and Ltjg. W. M. McGuigan, made their landings. The unit arrived at Atsugi in April 1951 and helps train personnel from the JMSD.

HMM-363 Sets Record Marine Safety Mark on West Coast

Marine Medium Helicopter Squadron 363 set a Marine West Coast helicopter safety record last year when it recorded 35,482.9 accident-free hours. Based at MCAF SANTA ANA, the unit made the record in three years.

HMM-363 is part of MAG-36 and flies both UH-34D and H-19 type aircraft.

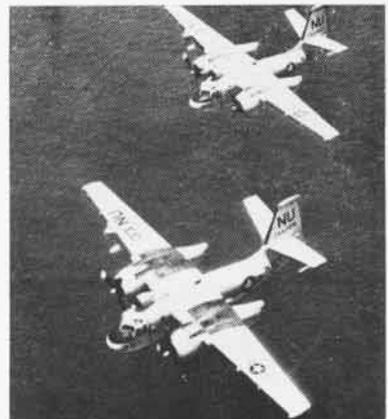
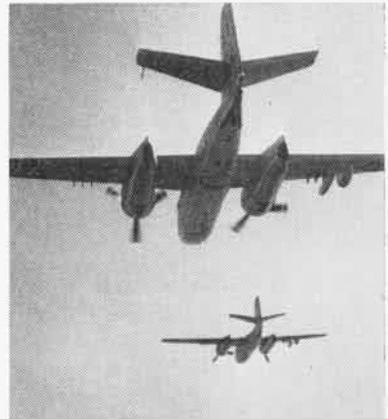


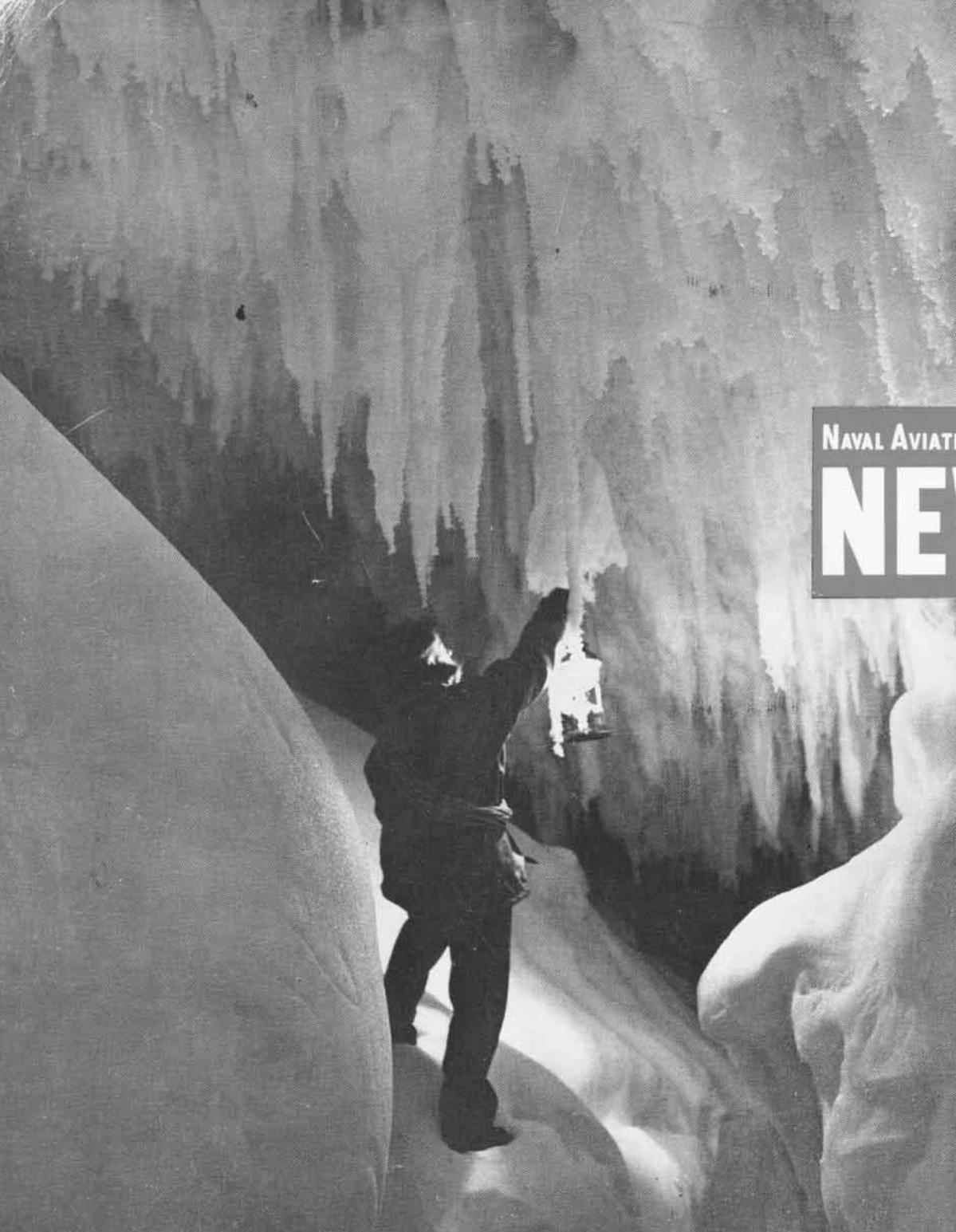
NAS POINT MUGU was recently the "temporary home away from home" for the all-weather F-101's of the 437th Fighter Squadron and the 414th Fighter Group and pilots, airmen and equipment, when runways at Oxnard AFB were being repaired. The AF Voodoo, left, and Navy F-4B Phantom II represent visitors and hosts. Captain K. S. Van Meter, C.O., and NAS Point Mugu welcomed chance to cooperate with Air Force outfits, commanded by Col. R. L. Tweedie.



VS-25

Anti-Submarine Squadron 25 was commissioned in September 1960 at NAS Los Alamitos. Assigned S-2A Trackers, the squadron has participated in many short and lengthy WestPac deployments in her comparatively brief history. A unit of CVSG-55 and the USS Yorktown (CVS-10), the sub-hunters have helped test the Fleet ASW capability of night photography of shipping and, in January 1963, earned ComNavAirPac's Quarterly Aviation Safety Award. Now based at North Island, VS-25 is transitioning to S-2E's and expects to go on another WestPac cruise this year.





NAVAL AVIATION
NEWS

SEARCHING FOR A NEW WAY OF LIFE?

Exploring an ice cave in Antarctica is a part of every-year living for officers and men of VX-6 squadron. It can be yours, too. Write NavCad, Washington, D.C., for aviation career information or get in touch with your Navy Recruiter or Naval Air Station.