

NAVAL AVIATION

NEWS



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NAVAL AVIATION NEWS

Vice Admiral Thomas F. Connolly
Deputy Chief of Naval Operations (Air)

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With pictures from the collection of Captain Edward Steichen, USNR (Ret.), which were taken by a special wartime photographic unit under his command, NANews looks back on the role of the aircraft carrier in the island-hopping campaign of the Pacific.

Silver Eagles Hold Annual Reunion 18

The annual reunion of the Navy's early Enlisted Pilots was held this year in San Diego, Calif. PHC C. L. Wright reports on the event.

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COVER

A Yorktown crewman checks an arresting cable before recovery of an S-2 in JOC Byron Whitehead's cover picture. At left, AN Paul A. Kempaenen, VR-62A1, photographed the C-54 crew while it refueled at NAS New Orleans during Hurricane Camille operations. The A-6 composition on the back cover is by Ed Richert, a photographer with Grumman Aircraft.



AID TO CAMILLE VICTIMS

Ominous skies, evidence of nature's latest fury, hang over NAS New Orleans as Selected Air Reservists from NARTU Washington, D.C., refuel their C-54 following delivery of relief supplies to victims of Hurricane Camille. This crew was one of many from various Naval Air Reserve stations who spent their weekend flying mercy missions to the storm-battered southern states. In addition to humanitarian flights, Reserve VR squadrons regularly provide air transport support for fleet requirements.



NAVAL AVIATION NEWS

CNO Announces Safety Awards VA-192 Wins for 4th Consecutive Year

When the Chief of Naval Operations, Admiral Thomas H. Moorer, announced the winners of the Annual CNO Safety Awards, he pointed out some of the squadrons had won the honor several times in succession.

"Especially deserving of recognition are the repeat winners: VA-192 for the fourth consecutive year; VS-35, third straight year; VF-33, HC-2 and VMGR-252 for their second consecutive year. These squadrons clearly show that safe as well as effective flight operations are compatible. Maintaining these high standards is an unrelenting task and a great tribute to all hands involved.

"Congratulations and well done to the winners. Achievement of this recognition is the hallmark indicative of dynamic and inspired leadership, esprit de corps and continuing devotion to duty."

Winners of the awards for FY 1969 are:

NavAirPac: VF-154, VA-192, VAQ-131, VS-35, HS-2, VW-1, VF-126, VC-3.

NavAirLant: VF-33, VA-105, RVAH-13, VS-32, HC-2, VP-10, HS-1, VQ-2.

CGFMFPac: HMM-165, VMGR-352, HMM-263, VMA-311.

CGFMFLant: VMA-331, HMM-365, VMGR-252.

CNATra: VT-1 (CNABaTra), VT-27 (CNAVanTra) and VF-34W2, VS-68T2, HS-64E1, VR-60F2 (all CNAResTra).

CG Fourth MAW/MARTC: VMA-134, HMM-764.



AT A PENTAGON ceremony recently, repatriated Lt. Robert F. Frishman received the Purple Heart from Rear Admiral John P. Weinel. He also received the Distinguished Flying Cross, the Navy Commendation Medal and several Air Medals. Frishman was a pilot with VA-121 when he was shot down over North Vietnam on October 24, 1967. Rear Admiral Weinel was commander of Frishman's carrier division at that time.

ADCOP Begins at Corpus Christi Petty Officers Begin Course of Study

The Associate Degree Completion Program (ADCOP) is in full swing at Corpus Christi, Texas, with 43 career designated petty officers from stations all over the world attending Del Mar College for two years.

The incoming freshmen, representing some 30 states, range from torpedomen and parachute riggers to boatswain's mates and enginemen.

ADCOP is conducted in six colleges throughout the U.S. One hundred

twenty students were enrolled in the program in FY 69, and nearly 300 students are enrolled for FY 70.

Each student advances in his rating according to regular promotion procedures and draws full pay and allowances while attending school.

Quonset Point Units Honored Given Bloodhound and Dipper Awards

The Bloodhound and Dipper Awards, given semi-annually by Commander Fleet Air Quonset to squadrons excelling in ASW, have been awarded VS-32 and HS-5, respectively, at NAS Quonset Point, R.I.

The awards were presented by Captain Raymond G. Neal, chief of staff, Commander Fleet Air Quonset, after an inspection of Commander Edward N. Stout's CVSG-54.

The Bloodhound Award, instituted in 1963, honors air antisubmarine crews of S-2 Trackers who show proficiency in hunting, tracking and attacking enemy submarines. The crew must be current in all qualification exercises, and three of the four crewmen must have operated together as a unit during the competition period.

The winning crew for the Bloodhound Trophy was LCdr. William P. Behning, Ltjg. Earl E. Watson, III, PO1 Edward G. Smith and PO3 Howard H. James, Jr. Commander Frederick A. Rodgers is C.O. of VS-32.

The Dipper Award, also established in 1963, is given to the best helicopter antisubmarine squadron at Quonset Point and to the most proficient helo crew. To qualify, the winning flight crew must not have been involved in a

crew-caused accident, incident or flight violation during the competition period.

The winning HS-5 crew members are Commander Andrew C. Ferguson, squadron C.O., Lt. David A. Westerman, PO1 John E. Thompson and PO2 Russell S. Dann.

CNATra Awards Are Presented Change of Command for CNABaTra

Vice Admiral Bernard M. Streat, Chief of Naval Air Training, presided over a combined change-of-command and awards ceremony recently at NAS Pensacola, Fla., as Rear Admiral Herbert S. Matthews, Jr., assumed duties as Chief of Naval Air Basic Training and four CNATra awards were presented.

Lt. Sammy B. Kyzar received the David S. Ingalls award, a plaque given by the Navy League to the top instructor in the command. He was cited for his excellent performance and flight safety. Lt. Kyzar is now attached to VT-7, NAS Meridian, Miss.

The Rear Admiral Thurston H. James Award was presented to Ltjg. Richard W. Lay, the outstanding graduate of the Naval Flight Officer program. The annual award, sponsored by the Naval Order of the United States, is named for the late Commander General of the Naval Order who was designated a Naval Aviator in 1928. Ltjg. Lay is currently serving with VAP-61.

The Admiral John H. Towers Flight Safety Award was given to VT-21 for achieving the highest record in the flight safety program among all CNATra squadrons. The award is sponsored by the Daedalians. Commander R. C. Johnson, the squadron's commanding officer, accepted the trophy.

Ltjg. Theron C. Bone and 1st Lt. Bernard J. Plassmeyer, USMC, were presented the Orville Wright Achievement Award for attaining a high degree of flight proficiency, excelling in academic achievement during flight training and exhibiting officer-like qualities. Lt. Bone, now with VP-9, NAS Moffett Field, Calif., won the award for the period from July to December 1968. Lt. Plassmeyer, presently with Combat Crew Readiness



AT BINH THUY, RVN, Chief of Naval Operations Admiral Thomas H. Moorer inspects the armament of a Navy gunship. His guide is Capt. Reynolds Beckwith, commanding officer of Helicopter Attack (Light) Squadron Three, the Navy's attack helo squadron.

Training Group Ten, Yuma, Ariz., received his award for service from January to June 1969. Lts. Bone and Plassmeyer were presented pins and two-year memberships in the Order of Daedalians.

Patuxent Tests F-4M Systems Trials for Royal Air Force Version

Interim Navy acceptance trials of the Royal Air Force F-4M *Phantom* were conducted recently at NATC Patuxent River, Md. The jet incorporates United Kingdom avionics equipment and a modified AWG-10 missile-control system called the AWG-12.

The F-4M has Rolls-Royce *Spey* engines as does the Royal Navy F-4K model and, because of similarities between the two, aerodynamic/engine characteristics were defined during previous NATC trials.

The recent evaluation concentrated primarily on the AWG-12 system, MD-1 standby attitude reference system, Marconi HF radio, Hoffman ARN-91 TACAN, operation of the Plessey gas turbine starter and the SUU-23A gun pod.

Aircraft employment was reported as "extremely impressive" with the multiple communications mechanization and remote start capability offered by the integral gas turbine

starter. The Rolls-Royce *Spey*, high by-pass, axial flow, turbojet engine provides a thrust to weight ratio not encountered during previous testing of U.S. aircraft and enhances tactical application of the entire weapon system. The F-4M also is equipped with the Ferranti Inertial Navigation and Attack System.

The INAS, interfaced with a lead computing optical sight, the AWG-12 MCS and other airplane systems, is designed to provide the F-4M with a flexible navigation and attack system by providing a variety of navigation, manual and automatic weapon delivery modes.

Weaponry Specialists Graduate Pilots and NFO's Trained by VF-121

VF-121's Fighter Weapons School has graduated its fourth class of F-4 weaponry specialists this year.

The students, combat experienced pilots and NFO's, receive 75 hours of academic study and 25 hours of flight training. During the flight syllabus, students engage in air-to-air tactics against *Phantom's* and dissimilar aircraft, air-to-ground delivery, and employment of *Sparrow* and *Sidewinder* missiles.

The latest class included members of VX-4, VF's 92, 96 and 102.



GRAMPAW PETTIBONE

Loop the Loop

A CH-46D *Sea Knight* left the Marine Corps air station one morning at 0810 and proceeded to an outlying field for landing practice on a local VFR NATOPS evaluation flight. The pilot made the first approach followed by the copilot who took over and made the next four landings. The pilot then assumed control, on the runway, and made a normal takeoff. At 300 feet he transitioned to level flight at 80 knots and checked to locate another CH-46 which was also in the pattern. While still over the runway, both pilots felt a bump as if they had encountered some turbulence. All instruments were checked normal; then there was another slight bump, and the nose of the aircraft pitched rapidly upward. The pilot immediately applied full forward cyclic with no apparent effect or response. The nose continued to rise and the copilot came on the controls with still no effect. The helo continued over to the inverted position in an almost perfect loop.

As the *Sea Knight* came on around, slightly left wing low, it headed for the ground, extremely nose low. Approximately 15 to 20 feet off the ground, the nose again came up, and the aft pylon area hit the ground. The *Sea Knight* continued in a left skid, rolling onto its left side, and came to rest 66 feet further on.

Both pilots exited up and out the right side through the pilot's escape hatch. The crew chief climbed out through the aft area. Although no switches were secured, and both fuel cells were torn from the aircraft, there was no fire. No one was injured. However, the aircraft was damaged beyond repair.

A material failure in the aft rotor system had caused it to go to flat pitch resulting in the unprogrammed acrobatics.



Grampaw Pettibone says:

Thunderation! The *Sea Knight* weren't built to do loop de loops. Pure thoughts and all that. How can these helo drivers face the daily risk of crash and fire without being adequately protected from burns? Fire is the single biggest hazard in helicopter mishaps. The pilot of this twirly wasn't wearing gloves, the crew chief wasn't strapped in, and the copilot didn't have his helmet fastened, so it came off on impact. Does that add up? Not in my book!

Better fire suppression capabilities in helicopters are under development as well as an airborne escape system, but they're still a long way down the pike. Meanwhile, the only chance crewmen have is to be properly strapped in and to wear complete and adequate flight clothing. Reminds me of an epitaph I once read. "Here lie the bones of Ensign Wright. He forgot to pull his shoulder straps tight." Or the one, "He now wears a MK 8 gunsight where he used to wear a face." These guys have probably learned a lesson, but what about the rest of you aviators?

Comedy of Errors

Carrier qualifications are always a trying time for pilots, and this was no exception. A group of replacement pilots had spent several days aboard the carrier, cocked and ready in their F-8 *Crusaders*, but it was not to be

their time. The last night aboard was spent standing by in the ready room until 0500 when qual ops were finally cancelled, and the lieutenant and his flight leader, a lieutenant commander, were scheduled for launch to the beach.

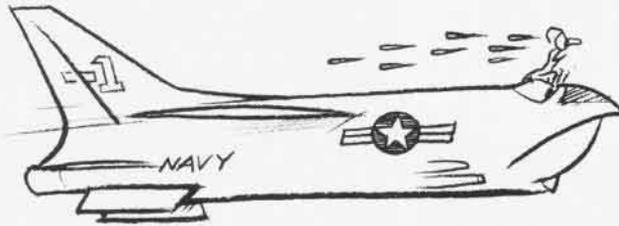
The flight to the coastal air station was not uneventful. Weather was mostly instruments, and the lieutenant experienced broken UHF reception. His IFF didn't work, and the Tacan distance measuring equipment (DME) wouldn't lock on while tracking out-bound. The addition of a little vertigo didn't help matters any, but the flight was successfully terminated and the aircraft refueled while the lieutenant discussed his problems with the flight leader.

Home field was still 3,000 miles away and the day was young, so they decided to press on in spite of possible fatigue and the problems with the wingman's aircraft. Weather at the mid-continent fuel stop was reasonably good with headwinds forecast to 100 knots en route. The lieutenant commander planned the hop using a 70-knot headwind component and made a conservative estimate that they would have 800 lbs. of fuel aboard upon arrival. He briefed the lieutenant for a droops-up climb to altitude to save fuel. They were airborne by 0912.

They made a running rendezvous and, upon reaching altitude, the lieutenant experienced the same problems with the DME and UHF receiver as on the previous flight.

At their first major checkpoint, the flight leader's fuel was 200 lbs. above flight plan; the lieutenant's was 200-300 lbs. below. After two more hours of flight, the wingman was 400 lbs. below plan.

The leader calculated that fuel on deck would be 400 lbs. for the wingman, so he decided they would con-



tinue on to their destination rather than divert to a closer field.

Seventy miles out, an en route descent was requested and received, and the lieutenant immediately started to fall behind. When approach control gave him a vector away from a direct path to the field, the flight leader accepted the course and requested a separate approach and minimum fuel handling for his wingman. Shortly thereafter, he cancelled his IFR flight plan and landed at the NAS, shutting down with 1,000 lbs. of fuel remaining.

The lieutenant, by this time very concerned about his rapidly diminishing fuel supply, continued a 220-knot maximum-range descent toward destination, leveling off at 1,000 feet, about 25 miles out.

As he reached a fuel state of about 350 lbs., he finally realized that he could not make the NAS. He anxiously reported to approach control, "I'm down to almost nothing and I'm gliding in." The controller declared an emergency for him and advised that there was a civilian airport at his 11 o'clock position, eight miles ahead.

Although one of the runways was 5,400 feet long, the frantic pilot selected the closest one which was only 3,800 feet.

Visual contact with the hangars

was made at three miles on a close base leg to the short runway. His final approach was very fast with the boundary layer control turned off.

The aircraft landed 2,400 feet down the runway, porpoised once and touched down again, 621 feet from the end. As the *Crusader* went off the end, it still had sufficient speed to become airborne at the top of a 20-foot slope and touched down again, finally, in a meadow. It then continued through two drainage ditches, across a blacktop road, under a power line and came to rest, sans landing gear, in a grove of small cedar trees, 1,300 feet beyond the end of the runway.

The lieutenant activated the emergency canopy release, left the cockpit with minor bruises and was rescued by helicopter some 12 minutes later. The flight had been airborne for two hours and 51 minutes. Only 120 lbs. of fuel were drained from the main fuel cell by the accident board.



Gram paw Pettibone says:

This RP only made nine major fopaws which might have prevented the accident:

1. He didn't get any sleep the night and day before, so should never have made the flight.
2. The discrepancies on his aircraft

should've been grounding ones, especially in IFR weather.

3. He forgot to put the leading edge droops out upon reaching cruise altitude, thus increasing fuel flow by 300 pounds per hour.

4. He didn't use the proper maximum range descent speed for the F-8, reducing his glide distance.

5. After leveling off at low altitude, he didn't accelerate to proper cruise speed, thus further increasing his fuel flow.

6. He never did declare an emergency in order to obtain maximum assistance from FAA as soon as possible.

7. He elected to land downwind,

8. on the short runway, and

9. with the BLC off.

In addition, the flight leader, who alone must bear the primary responsibility for this fiasco:

1. took the lieutenant on the flight without adequate rest,

2. planned the flight poorly, using incorrect winds,

3. didn't allow adequate fuel reserve at destination,

4. didn't check for droop position when his wingman's fuel consumption was discovered to be too high,

5. bypassed a suitable alternate airfield after there was some question of their safe arrival at destination, and

6. abandoned his wingman to his own devices when he was in an emergency condition and needed every bit of help he could get.

I wonder what ever happened to that old "mother hen" instinct of a good flight leader for his wingman, or is it now "every man for himself?"

WORLD WAR II:



Aircrewmen aboard the USS Ticonderoga (CV-14) prepare for the first strike on Manila (above). SB2C's return to Task Force 58.1 after a bombing mission over Chichi Jima. TBM pilots (right) man their planes aboard USS Monterey (CVL-26) for a July 6, 1944, strike on Guam. At right, Captain Edward Steichen, USNR, photographs aboard USS Lexington.



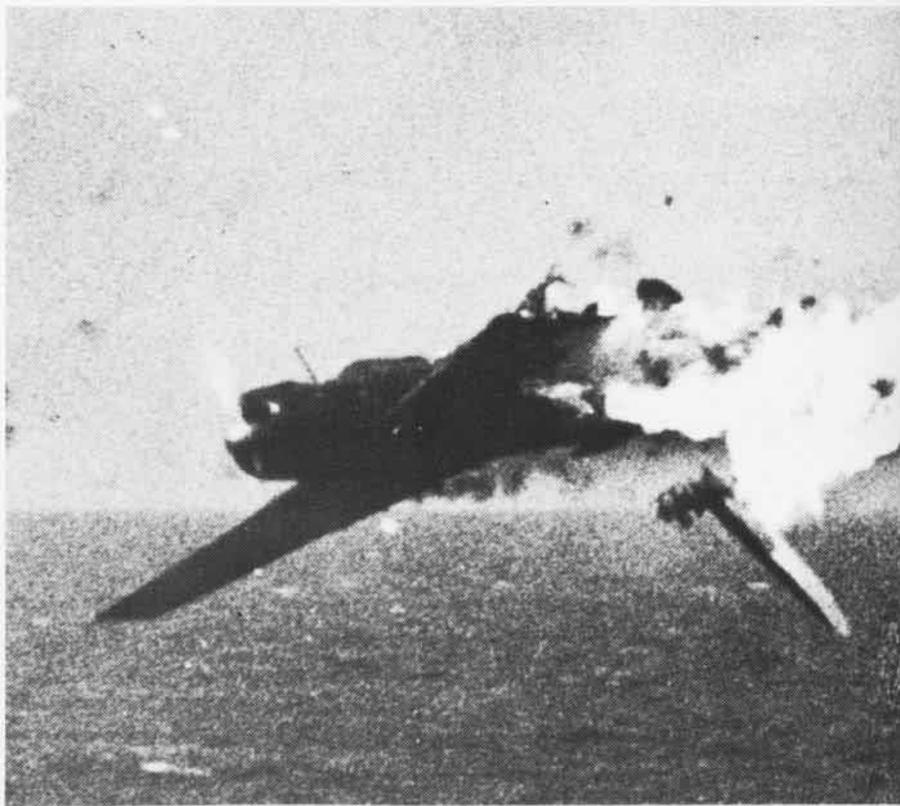
THE PACIFIC



In these pages, NANews looks at carrier operations in the Pacific during WW II. The photographs in this series were taken during a three-year period by a special photographic team under the leadership of Captain Edward Steichen, USNR (Ret.). One of the world's most renowned photographers, Steichen was called to active duty specifically to document the war in the Pacific.

As late as December 6, 1941, certain critics of air power were convinced that aviation would never play a major role in national defense. The following Sunday morning there was little doubt of its capability. An airborne Japanese force had substantially damaged the United States Pacific Fleet at Pearl Harbor.

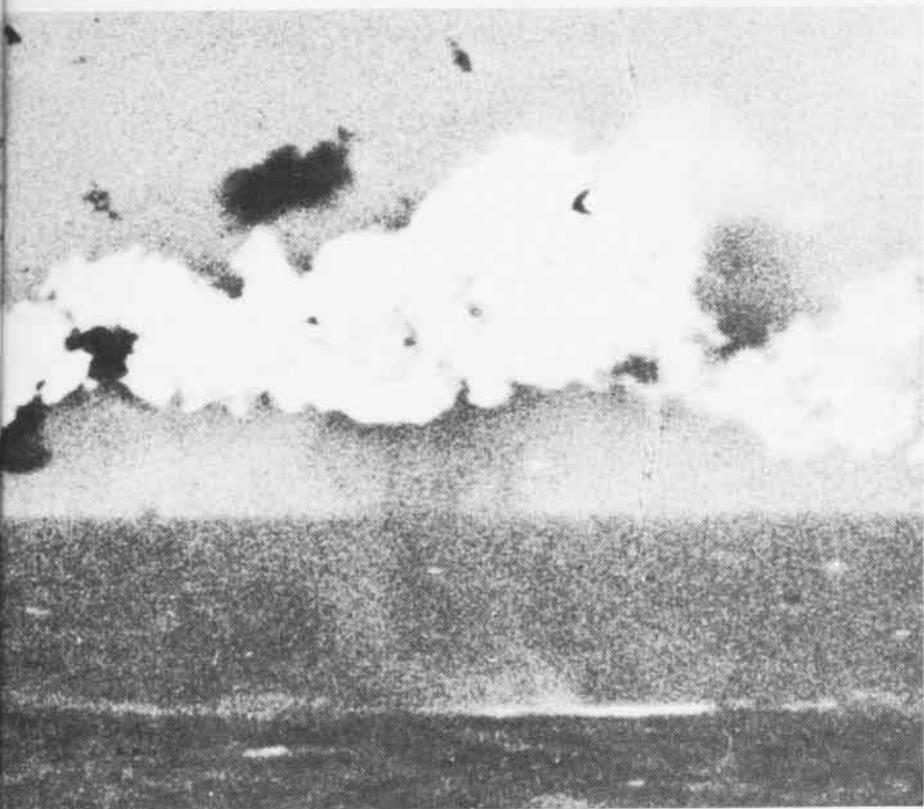
In a Japanese attack on USS Enterprise (CV-6) Aug. 24, 1942, a bomb hit the flight deck (below), killing the cameraman. A Japanese torpedo bomber (far right) flies through anti-aircraft fire toward USS Yorktown (CV-10) during the raid on Truk. Center, an enemy torpedo bomber explodes in mid-air after a hit from a U. S. carrier off Kwajalein. Below right, a U. S. carrier puts up defense against enemy air attack. During the U. S. Task Force raid on Saipan and Tinian, Navy men cheer (below) as enemy plane is hit.



When Japan attacked Pearl Harbor, the Navy-Marine Corps air power totals were not impressive: seven large carriers and one CVE; five patrol wings; two Marine aircraft wings; some 6,000 pilots and 21,678 enlisted men; and 5,233 aircraft (including trainers) and a few advanced air bases.

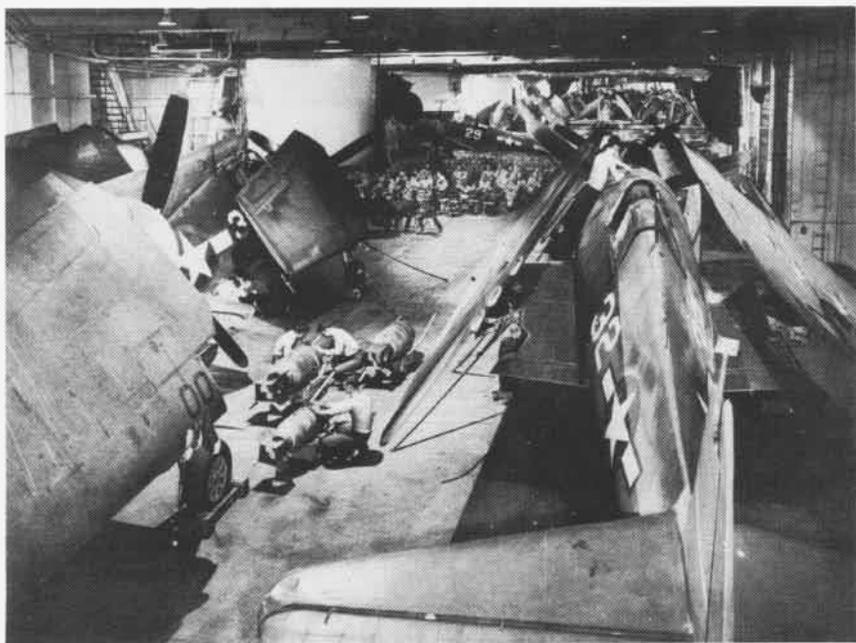
The three Pacific carriers were not in Pearl Harbor when it was attacked, or the outcome of the Pacific campaign might have been reversed. USS Saratoga (CV-3) was in San Diego, USS Lexington (CV-2) was 425 miles southeast of Midway and USS Enterprise (CV-6) was 200 miles west of Pearl Harbor.

There were scattered skirmishes in the mid-Pacific following the attack, with some enemy ships sunk, but the United States was still reeling from the blow. Not until February 1942 was the Fleet able to retaliate with any definite action. Task Force 8 under Vice Admiral W. F. Halsey in Enterprise and Task Force 17 under Rear Admiral F. J. Fletcher in Yorktown bombed and bombarded the enemy on Wotje, Kwajalein, Jaluit, Makin, and Mili in the first carrier offensive of the war.



NEWS LOOKS BACK

Under the leadership of men like Admirals Halsey, Mitscher (right), McCain, Spruance and Fletcher, the United States Navy fought back. Ordnancemen worked round the clock to prepare for strikes; fighters and bombers were launched against enemy land bases and task forces; the pilots not on the mission (far right) waited for word. The returning pilots were debriefed, and the information was put to use for new strikes on new task forces and positions. The United States had begun to win in the Pacific.





Although the enemy still owned the Pacific and roamed the waters at will, the carriers had ratified an offensive to strike back. February 24, 1942, Admiral Halsey aboard Enterprise launched the first attack on Wake. Three days later the enemy hit back, sinking the seaplane tender USS Langley (AV-3), the Navy's first aircraft carrier, as she approached Java.

On April 18, USS Hornet (CV-8) rendezvoused with USS Enterprise, with Admiral Halsey aboard, to launch Colonel J. H. Doolittle's 16 B-25 bombers against Tokyo. In May, USS Lexington was lost in the Battle of the Coral Sea but, in June, the Battle of Midway was fought with Task Force 16 (RAdm. R. A. Spruance aboard Hornet) and Task Force 17 (RAdm. F. J. Fletcher aboard Yorktown) the core of the U. S. Force. Four enemy carriers and one cruiser were sunk in the battle, and USS Yorktown was lost. Many historians call the Battle of Midway the turning point in the Pacific.

Carrier Task Forces continued to seek out and strike at enemy convoys and bases. USS Hornet (CV-8) was lost October 26, 1942, during the Battle of Santa Cruz.

With the battle of Guadalcanal (August 7, 1942 — February 1943), the Pacific Fleet began making definite progress toward defeating the enemy. USS Wasp (CV-7) was lost in support of that battle while escorting a convoy.

The U. S. advance in the Central Pacific began in the Gilberts in 1943 and moved through the Marshall, Mariana and Palau Islands, reaching the Philippines at Leyte in October 1944.

Iwo Jima was captured in February 1945 and, in April, Okinawa fell to the United States in one of the nation's most costly battles. July 10, 1945, Task Force 38, under VAdm. J. S. McCain, began carrier operations against Japan. In this final carrier action of World War II, 1,223 enemy planes were destroyed and 71 enemy ships sunk. September 2, 1945, Japan formally surrendered aboard USS Missouri in Tokyo Bay. The aircraft carrier had come of age.



Navy pilots are obviously pleased with their victory (17 enemy planes, no U. S. losses) in the Marshall Islands campaign.



Edward Steichen, Captain, USNR (Ret.), today at 90 is no longer a working professional. His photographic efforts are directed toward recording a favorite shadbush tree at his Connecticut home. His photographic career began in the 1890's and took him to all corners of the world.

During his career, Steichen, who must be considered one of the giants of photography, has compiled several major exhibits. The most famous is "Family of Man," hung in the Museum of Modern Art and subsequently published in book form and organized as a travelling exhibit. He has accumulated many photographic awards, the most recent being a citation from the U. S. Navy in 1968 on the occasion of the 25th anniversary of the Naval Photographic Center.

In 1917, he was called to duty in the Army to direct an aerial photographic division. In 1941, he returned to service as a Navy lieutenant commander and organized and directed the photographic unit responsible for these pictures. After the war, Steichen assembled a Museum of Modern Art exhibit, "Power in the Pacific," from the World War II documentation. This was also later published in book form.

Edward Steichen's contributions to United States Navy photography stand unmatched in comparable organizations.



Training to Rescue and to be Rescued

By JOC John J. Gravat
and PH2 Gehri Weeks



The still desert sand of Carson's Sink in northern Nevada suddenly comes alive. The H-3 *Sea King* helicopter hovers over the mesquite, spooks a coyote and whips the sand into a miniature twister.

When it departs, the sand settles and it is again quiet. Two Navy jet pilots remain in the hot desert air. Nothing moves.

In full flight gear, sweating, with nothing more than survival packets to aid them, they are there to simulate downed pilots. They will attempt to contact the Rescue Combat Air Patrol (ResCap) somewhere nearby and be rescued.

It sounds simple enough. But for these pilots and others like them, it is not a game. And while there is little if any physical similarity between Carson's Sink and the jungles of the Mekong Delta of South Vietnam, this vast and unpopulated barren region serves as a training ground as important to a pilot's survival as his parachute. For it is here that Navy jet fighter and attack pilots undergo training in ResCap techniques with Helicopter Combat Squadron Five.

HC-5, NAS Imperial Beach, Calif., sends a detachment of men to the naval auxiliary air station at Fallon each



DOWNED PILOTS use various signaling methods to attract the attention of ResCap helicopters. At upper left, CVW pilots work with emergency two-way radios; top right, a pilot uses a signal mirror to attract attention; above, a smoke grenade is used as a signal. An HC-5 aircrewman, at right, simulating an enemy, tries to lure a helicopter away from downed pilots.

month to teach carrier air wing (CVW) pilots how to locate, identify and assist in the rescue of their downed squadron mates.

During the busy training schedule, CVW pilots continuously fly bombing and gunnery practice strike missions. On each strike, two pilots are picked at random to simulate downed airmen. HC-5 helicopters lower them to remote spots in the Nevada desert where they send out a distress call.

Pilots returning from the strike mission receive the call. It is then up to the flight leader to divert some of the aircraft to form a ResCap.

At the same time the "downed" pilots attempt to establish contact with ResCap via small two-way radios, giving their approximate position.

Once ResCap is overhead, the pilots below use pencil flares, signal mirrors and colored smoke grenades to pinpoint their position.

Meanwhile, the HC-5 helicopter which ferried them to their remote "crash" site has taken up an orbiting station several miles away, waiting for a call from ResCap. Before the helo can be called in, the men below must be positively identified. This is of prime importance, as the enemy could be lurking nearby using captured radios to lure ResCap away and thus chalk up another kill.

From time to time during the training sessions, the officer in charge of the HC-5 detachment elects to send out a second helo with a simulated enemy crew aboard to do just that. If ResCap falls for the fake pilots, the mission is considered aborted.

Once the identity of the downed pilots has been established through various codes, ResCap contacts the waiting HC-5 helo and directs it to the proper location for rescue. All this normally takes place in less than 15 minutes.

The normal complement of HC-5's Fallon Detachment includes two helicopters, either H-2 *Seasprites* or H-3 *Sea Kings*, four pilots and ten enlisted men.

HC-5 also provides helicopter support for the First Fleet and trains replacement pilots, aircrewmembers and maintenance personnel for other helicopter squadrons.



AN HC-5 PILOT spots a "downed" student crash victim in the barren waste of Carson's Sink, Nevada, while flying a Rescue Combat Air Patrol (ResCap) mission. Below, a pilot is lowered to the desert floor to simulate a downed pilot. The CVW strike training program gives realistic training in ResCap techniques.



TIN CAN FLATTOP

The arrival of a helicopter on a Seventh Fleet destroyer means quite a bit to the men on board — mail from home, new movies, new shipmates coming aboard and a welcome break in the monotony. It also means quite a bit to the crewmen of the helo — setting down on a 40x40-foot landing pad on the fantail of a rolling destroyer.

To ensure that this maneuver is executed safely is the job of the part-time flight deck crewmen aboard the many ships serviced by the helicopters.

Typical of this new breed in Naval Aviation is the helicopter detail aboard the guided missile destroyer USS *Coontz* (DLG-9). When flight quarters are sounded, Ltjg. Ron Braley locks up

By JOC Lee W. Coleman

his money, puts on a different hat and becomes the landing signal officer. Ltjg. Braley is the ship's disbursing officer and part-time "air boss." With hand signals, Braley directs the tricky business of putting the copter on the fantail. (The signals that Braley gives to the pilot are only advisory — the wave-off is the only signal that the pilot must obey.)

Clad in an aluminum foil, fire and heat-resistant suit, SF Ralph Najar is the flight deck crew's "hot suit man." Trained as a fire guard, his job is to rescue helo crewmen in case of an accident. "The hot suit doesn't make me Superman," he says, "but it gives enough protection for the time needed

to pull people out of a burning aircraft."

Coontz' bridge personnel are also involved in the landings. The course and speed of the ship must be exact. The success of the landing is dependent on the coordinated skills of the officer of the deck and the helmsman.

The 24-man helicopter detail aboard *Coontz*, with regular jobs ranging from hospitalman to machinist mate, receives special training for its part-time job. The results are evident. During DLG-9's last deployment, the helos made over 800 takeoffs and landings without a mishap.

Given a ship with enough room to land and take off, the helicopter will be there — with the help of the shipboard helo detail.

THE FLIGHT DECK of the USS *Coontz* (DLG-9), below, is certainly not the size of the USS *Constellation* (CVA-64) but it is home to any helicopter which lands on it, and it sees a lot of air activity. At right, Ltjg. Ron Braley signals a waiting UH-2 Seasprite to land aboard.





SAFETY nets are prepared prior to helicopter operations on board USS Coontz. Above, SF Ralph Najar, the Coontz' "hot-suit man" is helped into his fire-resistant suit prior to recovery operations. Before landing, the UH-2 Seasprite, right, hovers and positions itself over the landing pad on the destroyer's fantail. Safely aboard, below, the helicopter is chocked and secured. The landing is another tribute to the ability and training of the officers and men who comprise the part-time flight crews on destroyers.



Silver Eagles Hold Fifth Annual Reunion in San Diego

Story and Photographs by
PHC C. L. Wright



SILVER EAGLES arrive at NAS North Island, San Diego, Calif., for their fifth annual convention, above. H. H. "Kiddy" Karr, right, displays pictures of the British S.E.5 in which he flew many combat hours and the Fokker D-VII.



Somewhere along the line, someone famous must have said that conventions are "for the birds," and in some cases it may be true — unless the convention is a national reunion of the Navy's *Silver Eagles*.

The Silver Eagles Association held its fifth annual reunion in San Diego, Calif., late this summer with 450 members attending.

Silver Eagles are Naval Aviators who began their flying careers as enlisted pilots. The Navy trained 3,700 enlisted men as Naval Aviation Pilots (NAP's) between 1917 and 1947. Today, there are 1,500.

Twenty-six enlisted pilots are still on active duty in a flying capacity. Most of them are chief petty officers. Several others from the original NAP program are now commissioned officers, also on active duty.

The first NAP, Ens. Harold H. "Kiddy" Karr, USN (Ret.), was guest of honor at the Naval Training Center San Diego recruit graduation review.

Karr learned to fly in a glider in 1911 and was designated an NAP in 1920. During WW I he was assigned to a French Air Squadron where he helped train French aviators and flew into action with them. He flew Sopwith *Camels*, Nieuports and S.E.5 fighters. He was shot down seven times: "Five times by ground fire, and I rode two 'flamers' down," he recalls.

One of the reunion highlights was a speech by former Chief of Naval Operations Admiral A. V. Radford.

Charles F. Rocheville was named *Silver Eagle* of the Year for his contributions and work with the association. Rocheville was a mechanic on the 1925 Arctic Expedition with Rear Admiral Richard E. Byrd.

The Silver Eagle Association began in Pensacola, Fla., and had its first convention there five years ago. The association has grown into five major chapters and recently was sanctioned by the Chief of Naval Operations.

"This reunion of the *Silver Eagles* is a gathering together of a wealth of Naval Aviation history," LCdr. R. J. Beck, a former NAP and president of the San Diego Chapter, said.

Some of the *Silver Eagles* had not seen each other for 25 years.



RETIRED NAP Charles F. Rocheville, above, shows picture of Zenith Albatross which he designed and built in 1928. He was named *Silver Eagle* of the year. At left, members of the association attend a recruit graduation at NTC San Diego.

*at Sea
with the
Carriers*

Painting by R. G. Smith

See page 38





at Sea With the Carriers

PACIFIC FLEET

Constellation (CVA-64)

What did *Constellation* have on board when she left Pearl Harbor recently that no other U.S. carrier had? In addition to the 3,000-man crew and personnel and planes of CVW-14, the ship had eight Waves aboard.

Guests of *Connie's* C.O., Captain John S. Christiansen, they provided a "boost to morale" for the flight crews during the first day of an ORI.

Ticonderoga (CVA-14)

Tico recently returned to San Diego after completing her fifth combat deployment. Commanded by Captain R. E. Fowler, Jr., CVA-14 spent 131 days at sea, steaming 74,000 miles.

As she returned, *Tico* offered the country an all-American greeting. A helium-filled, red, white and blue balloon, 45 feet high and 90 feet in circumference, floated above the ship bearing the message: "Hello America, proudly we serve."

Kitty Hawk (CVA-63)

Kitty Hawk marked her 100,000th arrested landing when the tailhook of an A-7A Corsair grabbed the number one arresting cable. Piloted by Commander S. R. Roley, Jr., C.O. of CVW-11, the historic landing took place just prior to the close of the *Hawk's* fourth combat cruise. During the successful eight-month cruise, the ship replenished at sea 97 times, receiving supplies ranging from strawberries to 2,000-pound bombs.

Serving as flagship for Commander TF 77 off the coast of Vietnam, *Kitty Hawk* saw command change from Vice Admiral R. W. Cousins to Vice Admiral M. F. Weisner.

New Orleans (LPH-11)

Two new facilities have been established aboard *New Orleans* to keep her crew informed about current events, worldwide and shipboard. A closed-circuit television station, KLPH, and a daily newspaper, *The Picayune*, have opened new lines of communications. All the work incorporated in the design and construction of broadcast facilities was accomplished by the

crew in their spare time.

Along other lines of communication, AG2 John J. Voycik won a George Washington Honor Medal for a letter written to the Freedom Foundation entitled "A Free Ballot - A Free Country." The ship's C.O., Captain Glen M. Even, presented the medal and praised the sailor's "keen awareness of our American ideals."

Coral Sea (CVA-43)

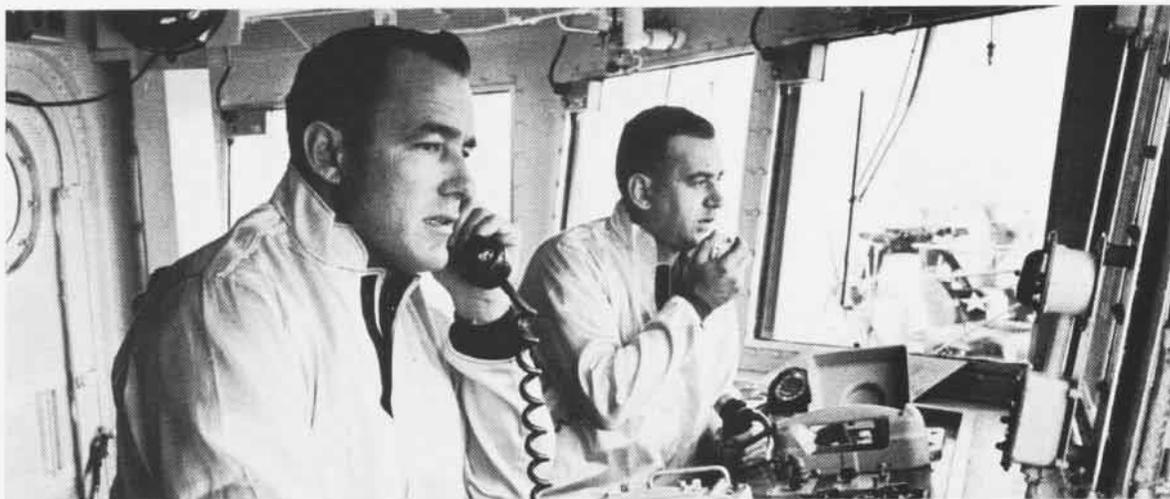
With the arrested landing of an A-6 *Intruder* from her carrier wing, *Coral Sea* completed her 200,000th arrested landing and claimed a record as the first combatant carrier to reach that milestone.

The landing was made by Ltjg. Jim Swanson, VA-35, and his navigator, Ltjg. John Leonard. "I happened to be on a tanker mission at the time," Swanson said. "As I rolled into the approach pattern, they told me the 200,000th landing was all mine. I was nervous but the landing went O.K."

CVA-43 is commanded by Captain S. G. Gorsline, Jr.

Oriskany (CVA-34)

Demonstrating the close bonds of friendship between the people of Australia and the United States, a \$32,500 check, raised by Australians to aid the families of the men lost aboard USS



COMMANDERS F. W. JOHNSTON AND W. ZABORNIK CONTROL FLIGHT OPERATIONS ABOARD NEW ORLEANS

Frank E. Evans, was presented to Vice Admiral William F. Bringle, Commander Seventh Fleet, by Vice Admiral Sir Victor Smith, Chief of the Royal Australian Naval Staff.

In recent months, as she cruised off the coast of Vietnam, *Oriskany* has hosted an impressive array of guests: Secretary of the Navy John Chafee, and Under Secretary John W. Warner; Chief of Naval Operations Admiral Thomas H. Moorer, accompanied by Master Chief of the Navy Delbert D. Black; Admiral John F. Hyland, CinCPacFleet; Vice Admiral William F. Bringle, Commander Seventh Fleet; and Vice Admiral Maurice F. Weisner, Commander Attack Carrier Striking Force, Seventh Fleet.

Hancock (CVA-19)

Marking the first day of her fifth combat cruise in the Gulf of Tonkin, *Hancock* was visited by Chief of Naval Operations Admiral Thomas H. Moorer who was on a tour of WestPac naval installations and Seventh Fleet units.

During the Admiral's stay, the ship's C.O., Captain Newton P. Foss, and Commander James H. Scott, C.O. of CVW-21, accepted the Navy Unit Commendation. The award is *Hancock's* second NUC of the Vietnam war.



Bon Homme Richard (CVA-31)

The Japanese port of Sasebo has played host to U.S. Navy ships for years, but recently the situation was reversed for seven distinguished government and business leaders from that city. The group, including the mayor of Sasebo, was hosted by ComCarDiv 1 as *Bon Homme Richard* participated in fleet exercises near Japan.

Then the guests observed the ship's arrival in Sasebo from the bridge of *Bonny Dick*, seeing the port as American Navy men first see it.

Later, Under Secretary of the Navy John W. Warner visited CVA-31 while she was on Yankee Station.

COLONEL Edwin Aldrin, Apollo 11 astronaut, administers re-enlistment oath to four Hornet members shortly after capsule recovery, top. Admiral Thomas H. Moorer comes aboard *Oriskany* during his tour of Pacific naval units, center left. Under Secretary of the Navy John Warner is greeted by *Bon Homme Richard's* C.O., Capt. D. W. Alderton, above, during his visit. A CVA-63 crewman catches up on the news during a lull.

ATLANTIC FLEET

Boxer (LPH-4)

A scene reminiscent of the "good old days" was repeated on board *Boxer* recently. The LSO stood with his paddles at the "Roger" position as the plane rolled into the groove. Then, the ship's C.O., Captain Lester B. Lampman, took the paddles and waved the plane aboard. It was the first time since her commissioning as an amphibious assault ship that a fixed wing aircraft had landed on the one-time attack carrier's flight deck.

The occasion was LPH carrier qualifications for the OV-10A *Bronco*. Before the first landing was made, there was some concern among the

ship's crew about the length of flight deck the aircraft would require to land — the LPH is without arresting gear and catapults. All hands were surprised when the *Bronco* used only half of the 900-foot flight deck.

Shangri-La (CVS-38)

Taking care of its own, as well as others, is a long-time Navy tradition. MM3 Patrick C. Bishop of *Shangri-La* was visiting Pass Christian, Miss., when Hurricane *Camille* struck the Gulf Coast and destroyed his parents' home. Before returning to his ship, he helped in the initial cleanup of the community.

Meanwhile, a fund drive was organized aboard *Shangri-La* by Chaplain Benjamin G. Grunder in answer to a

nationwide appeal following the disaster. After hearing Bishop's account of the storm and the ensuing wreckage, the chaplain gave half of the \$932 collected to Bishop to help his family's rebuilding and half to the Red Cross to aid the other victims.

John F. Kennedy (CVA-67)

The United States Ambassador to France, The Honorable R. Sargent Shriver, his wife, and several high ranking French diplomats and military figures were guests aboard *Kennedy*. The guests toured the ship, viewed an airpower demonstration which included a low altitude sonic boom created by an F-4B flying at lower than 100 feet, and witnessed an at-sea rendezvous and refueling between



PRINCES Rainier and Albert of Monaco, top, chat with an officer on board *Saratoga*. Captain W. H. O'Neil and son, Midshipman P. W. O'Neil, have a reunion aboard *Saratoga*.



Kennedy and the fleet oiler, USS *Mississinewa*.

Saratoga (CVA-60)

Of 38 midshipmen who visited *Saratoga* during their summer cruise, one had an interest in the ship not shared with the other middies. His father is the commanding officer, Captain Warren H. O'Neil. Entering his last year at the Naval Academy, Midshipman 1/C Patrick W. O'Neil said that it was their first real reunion since he entered the academy.

Intrepid (CVS-11)

Intrepid is now homeported at Quonset Point, R. I., after an extensive overhaul at the Philadelphia Naval

Shipyard. At the shipyard, she was converted from a special CVA to a CVS.

Prior to leaving for Quonset Point, *Intrepid* and CVW-10 were awarded the Navy Unit Commendation for "exceptionally meritorious service while participating in combat operations in Southeast Asia from July 6, 1968, to January 16, 1969."

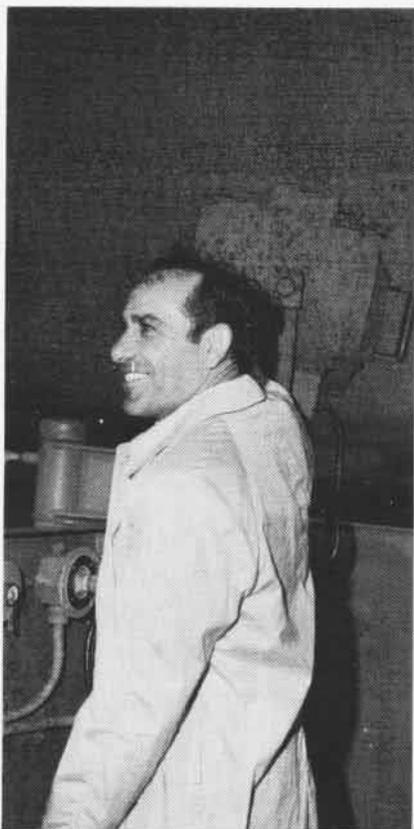
Intrepid's C.O. is Captain H. N. Moore, Jr.

Independence (CVA-62)

The lights were dimmed, the orchestra struck up the theme song, and the curtain went up aboard *Independence* as she lay moored at Norfolk, Va. Over 1,000 appreciative sailors and their dependents were

treated to a New York musical, "Dames At Sea."

The shipboard production of the 1930's musical spoof was the result of a cooperative effort between the ship and the cast of the New York production. Crew members built the stage props from scratch and, nearly a week before the performance, the cast came aboard and began preparations for the show. The musical centers around a show company that loses its theater; a girl-from-the-sticks trying to break into show business; and a talented song-writing sailor who falls in love with the girl. A Mae West-type siren woos a Navy captain who allows the play to be staged on board his ship; it is a success, the girl becomes a star overnight, and the parody is complete, a natural for a shipboard presentation.



GOOD OLD DAYS were recreated aboard *Boxer* during Bronco carrier qualifications, left. Ex-sailor Yogi Berra stands on the bridge during Mets Day aboard *America*. "Dames At Sea" cast belts out a tune for sailors and their dependents aboard *Independence*. Cast of the musical gave a one night, standing room only performance aboard the carrier in Norfolk, Va.



ON PATROL

with Fleet Air Wing Three

By JOC James Johnston

Brunswick, Maine, is a prosperous, elm-shaded city with a typical New England atmosphere about it.

It appears that the Navy and the townspeople have made a concentrated effort to retain that atmosphere and, at the same time, conduct effective ASW operations in the North Atlantic.

NAS Brunswick is nestled two miles east of the city in an area ribboned by rivers and inlets from the nearby resort area of Casco Bay. A stand of pine, birch and elm trees extends about 200 yards inside the main gate.

Since the air station reopened in 1951, Navy Brunswick has become a major employer for the area's 16,000 people. Almost one-fourth of them, including the assigned Navy men, work on the 3,298-acre station. The mission of NAS Brunswick is to support Commander Fleet Air Wing Three ASW patrol operations and the wing's secondary missions: aerial mine laying, low-level bombing, rocketry, logistics assignments and search and rescue operations.

Captain Clarence E. Mackey is Commander Fleet Air Wing Three. From his office overlooking the tree-lined field, he directs the operations of the largest gathering of patrol aircraft on the East Coast: three P-3B *Orion* squadrons and two SP-2H *Neptune* squadrons.

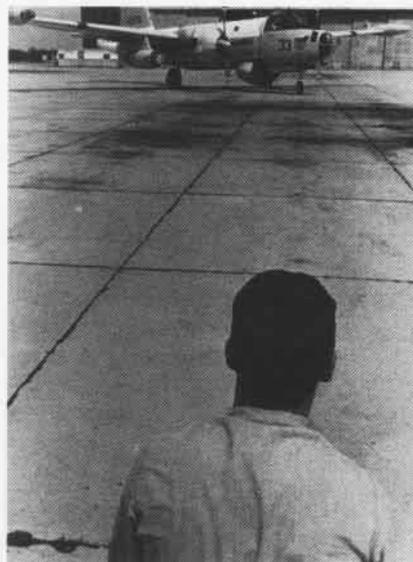
Orions from VP-10 under Commander R. Williamson, VP-11 under Commander R. Gradel and VP-26 under Commander P. J. Mulloy work with *Neptunes* from VP-21 under Commander R. L. Latta and VP-23 under Commander H. T. Smith to fulfill the mission of Fleet Air Wing Three.

The squadrons deploy from Brunswick to bases in Sicily, Spain, the Azores, Newfoundland and Iceland. During the Cuban quarantine, planes from Brunswick operated from Key West, Fla., and Guantanamo Bay, Cuba. In 1967, wing aircraft deployed to the Western Pacific to conduct patrol operations in the Gulf of Tonkin and Market Time surveillance flights over the Republic of Vietnam coast.

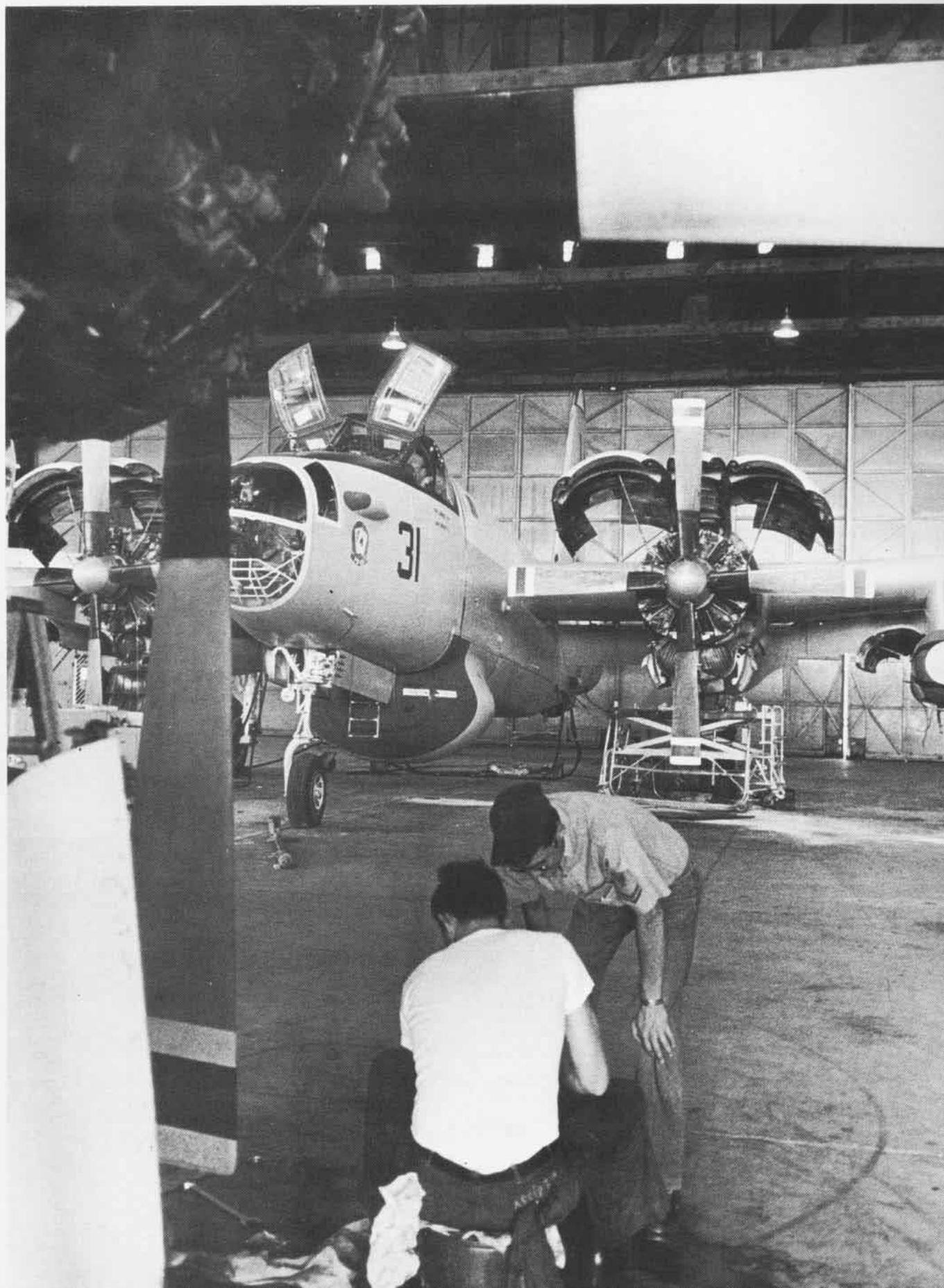
With this area of responsibility to cope with, it seems logical that an air of urgency would hang over Brunswick. It does not. Fleet Air Wing Three appears to operate with the inherent casual coolness of the lobster fishermen in nearby villages. Captain Mackey's open-door policy invites his staff to discuss operational problems while the continuous cycle of ASW patrol moves smoothly along.

Fleet Air Wing Three squadrons have established enviable records since their commissionings during the World War II period. They have garnered their fair share of Arnold





CAPT. Mackey, top left. VP-11 crewmen, far left, work on a P-3. Above is the VP-11 line. A VP-21 director, left, signals a returning pilot. Technicians, above, repair an SP-2H flight simulator.



VP-21 MECHANICS, left, discuss Neptune maintenance problems in the squadron's hangar. A high-angle view of the area, below, shows several SP-2H's which are gradually being replaced by P-3 Orions.



J. Isbell trophies, battle E's and flight safety records. Last June, VP-10 amassed 60,000 accident-free hours to establish a record for East Coast patrol squadrons.

Captain Mackey, who recently assumed command of the air wing, is well grounded for the assignment. Most of his operational experience has been in antisubmarine warfare.

Since receiving his wings in July 1943, Captain Mackey has attended practically every school that deals with anti-submarine warfare: both Atlantic and Pacific Fleet sonar and fleet airborne electronics schools; the senior ASW tactical commanders course and the joint ASW school in Londonderry, Northern Ireland. He has also attended the National War College and the Armed Forces Staff College.

His duty has run parallel to his training: commanding officer of the seaplane tender USS *Salisbury Sound*; chief of staff for Commander Patrol Force Seventh Fleet; Commander Taiwan Patrol Force and Commander Fleet Air Wing One; commanding officer, Patrol Squadron 21; staff, Commander Fleet Air Wings Atlantic; the Bureau of Personnel and chief of staff, Commander Naval Base Los Angeles.

NAS Brunswick originally was commissioned in April 1943 as a base for in-shore and off-shore patrol squadrons. Its mission during WW II was to train Royal Canadian Air Force pilots of the British Naval Command. Brunswick was deactivated in 1947 but four years later reopened and was assigned the primary mission of ASW patrol, and so it remains, operationally under ComNavAirLant and immediately under Commander Fleet Air Quonset — "the largest gathering of patrol planes on the East Coast."



RMCS Donald E. Malcolm is the leading chief for Commander Fleet Air Wing Three staff. Because of that assignment and his personal desire to better understand the problems of his command and the men under him, the 17-year veteran has achieved one of the rarest distinctions in the Navy.

Chief Malcolm is a qualified aircrewman (flight communicator) on the P-3B *Orion* and a qualified submariner with the *Polaris* Patrol Pin.

After 16 years in the submarine service, the plank owner on the fleet ballistic submarine USS *Von Steuben* (SSBN-632), reported to Fleet Air Wing Three — where the motto is "Think sub, kill sub" — in July 1968.

With his role changed from the hunted to the hunter, Malcolm obviously had to change his viewpoint. He embarked on an ASW aircrewman program with VP-10 to gain a good working knowledge of his new position. After almost one year of training,

in slack and off-duty hours, and some 150 hours of *Orion* flight time, he was awarded his aircrew wings and the recently authorized *Polaris* Patrol Pin.

Malcolm qualified for the *Polaris* pin by completing five patrols on USS *Ethan Allen* (SSBN-608) and USS *Von Steuben*.

The chief joined the Navy in May 1953 and won his Dolphins, the submarine service insignia, aboard USS *Madregal* (SS-480) in 1954. His assignment to Fleet Air Wing Three is his first shore duty in 14 years.

Chief Malcolm will not compare the hunter role with the hunted or voice a preference for either. He will, however, compare the type of men: "There's a great similarity between the flying Navy and the submarine sailors; both groups are special; the best in the business. I enjoy working with that kind of people." Chief Malcolm, then, must be considered right up in the top ranks with the pros.

Of the Hunter, and the Hunted



SELECTED

Hurricane Relief

CNAResTra personnel from various locations pitched in to assist the victims of Hurricane *Camille's* savage blow to the Gulf Coast. Through individual effort and station sponsorship, food, clothing, bedding, household goods and other useful items poured in to Naval Air Reserve bases across the country. In many cases, Reservists worked together with charitable and civic groups or other military organizations to collect and transport relief supplies to where they were most needed.

Selected Air Reservists joined with TAR personnel to fly the materials to Keesler AFB in Biloxi, Miss., where further distribution was made.

NARTU Memphis identified its contributions with its unmistakable "boll weevil" on each package. NAS



WO W. T. Forsmark, only warrant photographer in CNAResTra, allows his daughter to adjust his new hat. A former PH1, he is now photo officer at NAS New York.

Memphis personnel are well aware of nature's power. In August, the base was drenched with 3.55 inches of rain during a four-hour period.

Another graphic reminder was the arrival of 195 *Trojans* from the Pensacola area to sit out *Camille's* winds.

Even in that refuge, the planes were forced to weather heavy rain and winds up to 40 knots as one of the century's worst hurricanes swept the southern states.

Sixth Noel Davis Trophy

For the sixth consecutive year, NARDiv-W2, Buffalo, N.Y., has been awarded the Noel Davis Trophy for safety and readiness. The unit is one of nearly 25 units attached to and trained at NAS Willow Grove.

Captain James McDonnell, Director, Naval Air Reserve Staff W1, NAS Willow Grove, made the presentation to the winning outfit's present C.O., LCdr. William Fedarko. Also present was LCdr. Robert Hastings, C.O. during the trophy year competition.

The unit also received a letter from



NAS MEMPHIS shelters Pensacola Trojans from *Camille's* fury, above. CNAResTra aircraft from NAS Dallas, left, and Washington, below, load relief supplies.



AIR RESERVE

Assistant Secretary of the Navy R. S. Driver which read "Retention of the Noel Davis Trophy, awarded to the most efficient NARDiv(AS) in the Naval Air Reserve Command, for six consecutive years is a feat never before duplicated in the command."

VMA-124 in Reserve Exercise

Fourteen A-4B's of VMA-124 provided close air support to amphibious landing forces during Reserve Marine Expeditionary Brigade Landing Exercise '69 at Camp LeJeune, N.C. The exercise was the largest Marine air/ground maneuver ever held in the continental United States.

VMA-124, attached to MARTD Memphis, Tenn., was based at MCAS Beaufort, S.C., while performing their annual two weeks of active duty.

NFO in Command

When Commander John J. Revenaugh assumed command of Reserve Operational Control Unit (OpCon) 10L3 at NAS Los Alamitos, Calif., he became the first Naval Flight Officer to command a unit within CNARes-Tra.

Cdr. Revenaugh, who earned his Navy pilot wings in 1950 and served in VP-26 and VX-5, later qualified as a Naval Aviation Observer (Radar) and requested a change of designator. Since entering the Selected Air Reserve, he has served in VP squadrons at Naval Air Stations Glenview, South Weymouth and Los Alamitos.

OpCon-10L3's mission is to augment the Fleet Operational Control Center in event of mobilization. Its personnel, while on active duty for training, support fleet exercises and other operational commitments throughout the Pacific.

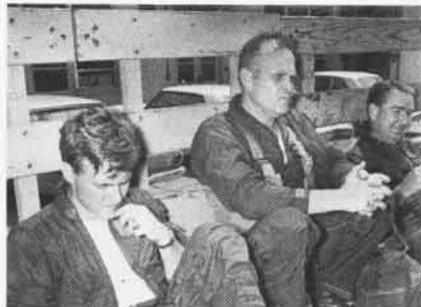
Survival Test

Seven P-2 flight crew members from VP-17M2, NARTU Memphis, suddenly found themselves facing a survival situation during their regular weekend drill. Lt. William Hildebrand, PPC, was informed by LCdr. Robert Adams, NARTU safety officer, that his crew was to practice ditching and bail-out procedures. On completion of the exercise, he was further informed that he had successfully "crashed" in a remote area and was to start "surviving." Lt. Hildebrand and his crew were then taken to a wilderness area north of the base and instructed to prepare for an overnight stay. The Reservists took stock of their supplies and found they had three chocolate bars, survival kits, parachutes, water bottles, fire axes, flashlights and a first aid kit.

The first order of business was to get organized, which they quickly proceeded to do. The PPC sent one man to search for food, another was assigned to divide and ration the food and water already on hand. A third crewman was dispatched to gather firewood. The remainder of the crew busied themselves constructing a shelter from parachutes. As the work progressed, Lt. William H. Fischer, NAIRU-M1, who assisted in supervising the survival practice, commented that, "Attitude and effort are the two main things involved. If they have that, they will do all right."

As the VP crewmen finished arranging their campsite for the night, Lt. Hildebrand was quizzed concerning his actions if faced with varying situations. By late afternoon, a shelter had been erected and all survival equipment safely stowed for the night.

In spite of the suddenness of the emergency and the unexpected trip into the wilds, the crew members felt satisfied with their performance.



AES Moore, AOC Everton and Lt. Hildebrand ride truck to the "crash site."



CREWMEN erect shelter, above, and simulate rescue with help of a helicopter, below.



Personal Report:

Final Salute to an Old Combat Workhorse

By Michael G. McDonell

DURING her years in combat, the UH-34 distinguished herself in many ways. As a medevac helicopter, the Seahorse carried wounded Marines and civilians to medical facilities only minutes away from the battlefield. Many Marines owe their lives to the skill and courage of pilots and crews of the UH-34's. As depicted in the photograph at bottom, the Seahorse was heavily relied upon in vertical envelopment, having written the first chapter in that doctrine, and in resupply missions. The Seahorse resembled the men that she served: faithful, courageous, hard working.



Recently I read a news release that announced the end of combat service for the Marine Corps' UH-34 *Seahorse*. In its 15 years of service, in peacetime and in combat, this venerable helicopter lifted everything from Presidents to wounded Marines. The *Seahorse* wrote the first chapter in the doctrine of vertical envelopment, amassed a million and a half flight hours and was the first Marine aircraft to serve in Vietnam with the First Marine Air Wing in 1962, lifting Army of the Republic of Vietnam troops.

I wondered if the young Marine second lieutenant of two and one-half years ago, who owed his life to that old bird, was really me. Now, side-burned, inactive reservist and a civilian journalist, I remembered my first experience in combat with the UH-34.

It was summer, hot and humid. The red dust of Vietnam lay on the ground and silence was heavy at midday.

I stood atop a bunker and waited for the chopper that would pick up two others and myself. From Marble Mountain to the east came the rapid metallic thumping of an approaching helicopter as it flew toward us in



Elephant Valley west of Da Nang. It came into view, long, green and bug-faced. It looked like a mutated grasshopper. "Thirty-four coming in!" someone yelled. Marines rapidly began clearing the area around the small landing pad, as if it were an incoming round instead of a helo. Two months in-country, I just stood there not knowing any better; besides, I was at least 50 meters from the pad and would have a good view of the copter.

The roar of exhausts announced the arrival; rotor wash hit the area like a hurricane blowing assorted debris, sand and tons of dust into the air and over my sentinel figure.

That's your bird, sir!" screamed a tattooed gunny standing in a nearby doorway, and I took off towards it — helmet, cartridge belt, flack jacket and rifle beating a savage rhythm against my body. Ducking low under the blades, the crew chief extended his arm and jerked me aboard. I picked myself up off the deck and sat on the canvas seat across from the jump seat that the crew chief occupied. The other passenger, a mustang lieutenant, grinned at me and screamed above the helicopter roar, "Going down to First Marines . . . pick up Captain . . . going to Xan . . . south of Hoi An . . . got hit last night."

"Swell bird," he continued and hit the side of the helo. Mouthing something unprintable, he grinned, his face tanned and wrinkled under his helmet.

I sat there wooden-faced. My immediate concern was whether we were going to get airborne. The helicopter did not inspire much confidence. Loaded with boxes of ammunition, C-rations and water cans, if it got up, could it stay there? The copter heaved up as the engine accelerated and drowned out all other noise. Up in the cockpit amidst what appeared to be a thousand dials, the pilot and copilot flicked switches, threw forward the stick and, suddenly, we were up with a high-pitched whine, nose down and veering to the right. Below, the camp was awash with red dust again, and soon we were skimming over trees and above green, shimmering rice fields. War seemed far away.

As we approached Marble Mountain, jutting out of the sand, the chase helicopter joined us and we turned south along the coast towards Hoi An and the First Marine base camp. The crew chief sat behind his machine gun and looked down upon the fields and villages below. To the west, artillery rounds impacted in the green hills with white puffs of smoke.

The camp came into view and we descended softly into the landing zone. I made for the door and the crew chief grabbed my arm, screaming in my ear above the din of the engine. "Going to make some resupply missions. Pilot says be back in 15 minutes to pick you up." I nodded, jumped off and got clear of the area, followed by the mustang lieutenant.

We were met by the captain and 15 minutes went by, then a half-hour. Two hours later, the UH-34's returned. Airborne again, the crew chief told us they had made two emergency medivacs and were sorry for the delay.

Ten miles south of Hoi An, our destination came into view. Surrounded by fields of rice and stands of trees, the small village had been hit hard during the night.

We descended as our escort circled the landing area, an M-60 machine gun protruding from its starboard side. We landed in a rice field and the crew chief assured us that they would be back, barring any emergencies, in three hours to pick us up. They had a lot of resupply missions to fly, he told us. We jumped off the helicopter and moved toward the village. The long rice stalks rippled as the *Seahorse* went to full power and lifted off. Racing over the green field, the helicopter rose up over a stand of trees, was lost from sight for a minute, and then joined the chase helicopter, circling us once, and finally flew off.

Upon entering the village, we were surrounded by chickens, dogs and children as we went about our business. At the end of three hours, we had completed our mission and heard the choppers overhead. Hot and tired, we moved down the dusty path that led from the village to the rice field where the UH-34 would pick us up.

Escorted by a small group of irregular civilian defense troops, we were 100 meters from the field when the first mortar round impacted behind us.

The Viet Cong had waited for the helicopter to land before beginning their attack and were now bracketing us with mortar fire. We began to run — low. As we entered the field, the tree line, 400 meters to our front, began to sparkle erratically with muzzle flashes. They were laid in, intent upon bagging us and the helicopter. Rushing and falling, we began moving across the field towards the *Seahorse* which was bobbing and maneuvering to avoid being hit by enemy fire from the tree line.

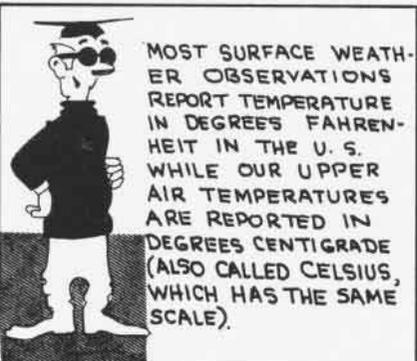
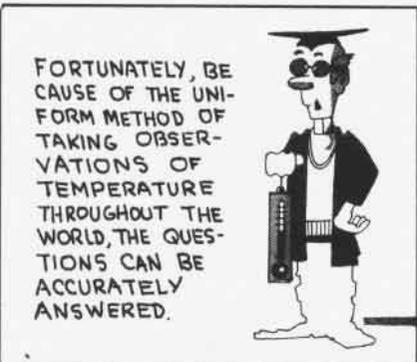
The chase ship came in low along the tree line, the gunner firing his M-60 in an attempt to suppress the enemy fire. As we rushed forward again, I noticed the pilot of our chopper gesturing frantically as we ran toward him. Without warning, we were thrown to the ground by explosions.

As we got up and began running the final few yards to the bouncing chopper, one of the Vietnamese with us cried out and fell, writhing in pain. Assisted by one of his comrades, we carried him to the chopper and lifted him in; he went limp, dead. Under protective fire from the chase helo and the Vietnamese, we lifted off, and the *Seahorse* jumped the tall stand of trees at the end of the rice field. A large group of children stood on the other side and waved to us as we headed north toward home.

Later I learned that this had been a fairly typical day's operation for the UH-34's and the men who flew them. It had not been for me! My baptism in combat and subsequent salvation were made possible by the UH-34. Like thousands of other Marines and former Marines, the *Seahorse* means something special to me as it takes its place beside the F4F *Wildcat* and F4U *Corsair*.

Ugly, loud and uninspiring in appearance when you didn't need her, she was a beautiful workhorse when you were wounded, in danger or in need of help. She got the job done . . . well done!

TEMPERATURE



mitos, under Commander Malcom R. Robillard, USNR-R; VP-67B1, NAS Atlanta, under Commander Ted Levy, USNR-R; VA-8V1, NAS Glenview, under Commander J. Edward Mahoney, USNR-R; VF-14B1, NAS Atlanta, under LCdr. Richard B. Nellis, USNR-R; HS-70R2, NAS New York, under Commander John W. Mahoney, USNR-R; NAIRU A-2, NARTU Washington, under Captain Thomas E. Bower, USNR-R; NARMU W-1, NAS Willow Grove, under Commander Thomas H. Hybiske, USNR-R; NAR-DIV W-1, NAS Willow Grove, under Commander Thomas P. Gibbons, USNR-R; NARDIV/NARTD K 2, NAS Olathe, under Commander Warner W. Tyler, USNR-R; NASRU R-1, NAS New York under Commander Arnold M. Dessel, USNR-R; and NARS L-1, NAS Los Alamitos, commanded by Captain Frank A. Aschenbrenner, USNR-R.

The Sheldon Clark Naval Air Reserve Trophy went to NARTU Jacksonville; for achieving the highest combat readiness stature.

The Richard K. West Trophy for the highest cumulative retention index was presented to NARTU Washington, under Captain J. W. Sobien, USNR.

Reserve ASW Readiness Excellence Awards went to VP-67B1, NAS Atlanta; VS-70S2, NARTU Norfolk; and HS-70R2, NAS New York.

CNO Safety Awards presented annually to aviation activities which have demonstrated outstanding achievement in aviation safety, were presented to the following reserve squadrons: Fighter Squadron 34-W2, NAS Willow Grove; ASW Squadron 68-T2, NAS Seattle; Helicopter Squadron 64-E1, NAS Twin Cities; and Transport Squadron 60-F2, NARTU Jacksonville.

The Beartrap Trophy, described as a "homegrown" trophy within the CNAResTra recruiting offices, is awarded to the station or unit which shows the greatest improvement in officer recruiting attainment. NARTU Memphis, commanded by Captain G. H. Wallace, is this year's winner.

NARTU Jacksonville won the *Chance Vought Trophy* for outstanding achievement in obtaining future naval aviators.

CNAResTra Awards FY Trophies Outstanding Performance Recognized

Winners of the nine trophies, sought annually by the Selected Air Reserve, have been announced by Rear Admiral William S. Guest, CNAResTra and ComNavAiResFor.

The foremost award is the *Edwin Francis Conway Memorial Trophy* which is presented annually to the most efficient naval air station or training unit in CNAResTra. Enlisted men attached to the winner wear the "E" for excellence. NARTU Jacksonville under the command of Captain

Berton R. Otto was awarded this year's Conway.

The Chief of Naval Air Training Trophy was presented to NAS Grosse Ile which is under the command of Captain Carmrid G. Hathaway. The trophy is awarded for the greatest improvement in annual competitive training.

Noel Davis Trophies, awarded to the highest ranking squadrons in each type of Naval Air Reserve Force, went to the following commands:

VS-70S2, NARTU Norfolk, Commander William L. Perryman, USNR-R, commanding; VR-70L1, NAS Ala-

on Land



Silver Suited Knights at Work

JO1 Dick Haraldson

The sound of the crash alarm, be it on board a carrier or a naval air station, causes a similar reaction in the men who must fight the fire. They know that they must arrive at the fire, contain and extinguish it in seconds if they are to save the men and equipment involved.

Typical of the professionals who comprise the Navy's crash crews are the 77 "silver-suited knights" at NAS Ellyson Field, Fla. Besides the main field, crash crews serve five outlying fields. There is a crash truck at each field with a crew of four men: a driver, a turretman, who mans the fire hose, and two personnel-rescue men. Clad in heat-resistant suits, these men are not "born" professionals; like all men, they have an inbred fear of fire that can be conquered only by proper training.

Weeks of fire-fighting and rescue schooling, plus practical application of acquired techniques, prepare the po-

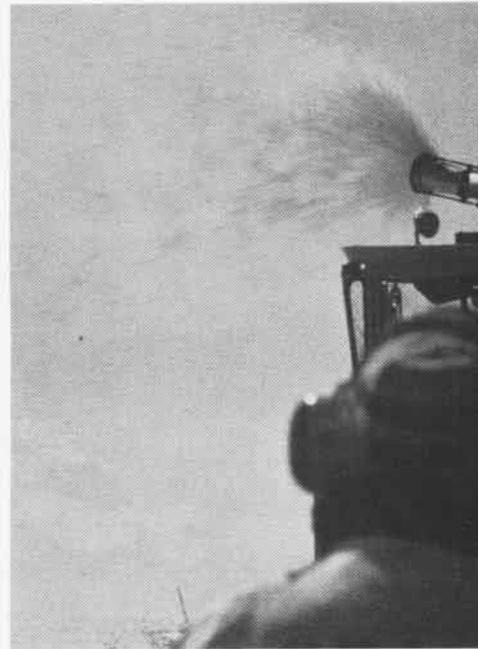
*and
at Sea...*

tential fire fighter for the job he must some day perform. When he has joined the ranks of the station's crash/rescue crew, daily and weekly training and lectures on the various types of equipment, tools and techniques at his disposal keep him abreast of his occupation.

Saturday "hot drills," in which the crash crew goes through a simulated crash, make him part of a team. When each man knows his job and each piece of equipment functions properly, a crash crew, as a team, can operate effectively in the few seconds allotted it.

Occasionally some of the Ellyson Field fire fighters are called to assist a civilian fire company. Such was the case when a butane tank caught fire at a gas company in Pensacola. Although it was the first time that the men had faced this type of fire, according to the station fire chief, "They performed like real professionals."

Professionals they are, but much of the success in their job depends upon constant updating of their equipment. This is done by other professionals who, through research and development, produce the necessary fire-fighting and rescue tools that are used by Navy men on land and at sea.



Carrier Fires Have New Foes

In 1968 a major breakthrough for Naval Aviation Safety was made: a method of uniting light water (an aqueous film-forming foam developed by the Naval Research Laboratory) with sea water to combat carrier fires. The culmination of many years of research and experimentation in ways to suppress fuel fires, the "salt-water-mixed light water" was developed by the 3M Company and evaluated by NRL.

Research on an effective system to fight fuel fires began with the discovery of Purple K Powder (PKP), a potassium bicarbonate compound that reacts chemically to suppress fires in seconds. While it could reduce heat and flames, PKP could not prevent flammable fuel vapors which caused flash-back fires. Its value as an important aid in rescue work was recognized, but what was also needed was a compatible fire-killing compound for use with PKP.

In 1964, after four years of extensive research with 200 various compounds, the Naval Research Laboratory developed an agent compatible for use with PKP – light water. Three hundred to 400 percent more effective than foam concentrates, light water prevented the danger of flashback from fuel fires by quickly dispersing itself over the burning area, cooling



USS ROOSEVELT (CVA-42) turns on deck-edge light water system. The system is a first for the fleet and similar systems will be installed on other CVA's. At left, a carrier-based MB-5 crash truck sprays light water in a simulated drill. Above is a TAU on board USS Constellation. Two fire fighters, right, hose down flight deck with light water in record time. Proper training of personnel is vital in fire-fighting and rescue operations.



and vapor-proofing in the form of wet foam.

With the compatibility of PKP and light water established, dispensing units were developed. The first twin-agent unit (TAU) was introduced following the *Forrestal* fire. In March 1968, 200 pounds of PKP and 80 gallons of pre-mixed light water, both using a nitrogen propellant, were placed in individual containers and mounted on MD-3 aircraft tow tractors for use aboard carriers. Designed for quick reaction to the initial outbreak of fire, five TAU's were placed aboard aircraft carriers CVA-58 through CVA-68. CVA's and CVS's 10 through 41 and all LPH's have three each.

The MB-5, a crash rescue truck outfitted with a greater volume of both light water and PKP than the TAU, was the next step forward. Fifteen CVA's are presently equipped with one MB-5 each. The truck carries 30 gallons of light water, 400 gallons of fresh water and 150 pounds of PKP.

One problem in fighting potential carrier fires remained. While both the TAU and the MB-5 are vastly superior to any other known fire-fighting equipment, their effectiveness is limited by the availability of fresh water for mixing with light water. If a fire should break out aboard a carrier, the

time in which it could be contained and extinguished would depend on the availability of fresh water. This problem was answered by the salt-water-mix breakthrough.

The next step was to find a method of delivering the new mixture where it was needed. A system of pipes and nozzles that line the edge of both sides of a carrier's flight deck was designed. When activated, it covers the entire flight deck in record time. The first system was installed on USS *Roosevelt* (CVA-42). Similar systems, many with flush-deck type nozzles that will be installed in the flight deck, are being designed for individual CVA's.

Employment of the TAU, MB-5 and the salt-water-mixed light water deck units is presently left to the discretion of the carrier commanders since the design and mission of each carrier vary. But with some imagination, we can envision how they might be employed should the occasion arise.

Under stormy skies and in choppy seas, the attack carrier prepares for aircraft recovery. The ship is turned into the wind and the arrival of the first aircraft is only seconds away. Between parked aircraft, a TAU has ceased its roving patrol and stands on alert. Next to the island, the MB-5 crash truck idles its engine, ready to respond.

Overhead, an F-4 breaks out of the

clouds and is spotted by the members of the recovery crew as the plane approaches for an arrested landing. The *Phantom* hits the deck, HARD. Suddenly there is a loud bang and the aircraft lurches erratically as its main mount tires blow. The impact of the landing cracks the fuselage, rupturing the fuel cell within. Fuel gushes from the F-4 for a second, then explodes into flames, enveloping the aircraft and quickly spreading toward other aircraft parked along the flight deck. The crash alarm sounds and geysers of foamy light water cascade onto the burning fuel from deck nozzles. Garbed in an aluminized heat-resistant suit, the driver of the TAU pulls up to the flaming aircraft and sprays PKP around the cockpit, extinguishing the fire so that the pilot and navigator can be rescued.

Light water from an MB-5 covers the *Phantom II* as the rescue personnel remove the canopy and extricate the two men. In seconds the fire is extinguished. Two men are saved from almost certain death and several aircraft will fly again because the flaming fuel never reached them.

Today, light water and PKP in the hands of properly trained men are causing shipboard fires, the eternal nemesis of the men and equipment aboard, to lose some of their invincibility.

EDITOR'S CORNER

HAPPY BIRTHDAY! — to us. This month marks the completion of *Naval Aviation News'* fiftieth year of publication. On this occasion it seems only fitting to present a portfolio compiled from the collection of one of the photographic leaders of our time — Captain Edward Steichen. This collection, which starts on page 6, seems most appropriate not only because it marks the period when the value of Naval Aviation achieved full recognition, but also because it marks the mid-point in the life of this magazine — from the time when it rose from a few mimeographed pages to a form not too different from the one now in your hands.

R. G. Smith strikes again! The November 1967 center spread featured a painting by our favorite McDonnell-Douglas artist/engineer, R. G. Smith. We later incorporated part of the picture into the format of the "At Sea with the Carriers" section and we are still receiving complimentary letters on the work.

Now our Renaissance Man of the West Coast has done it again. This month's center spread depicts USS *Enterprise* and part of her brood. Inquiries concerning this fine painting should be addressed to the Public Relations Office, McDonnell-Douglas Corp., 3844 Lakewood Blvd., Long Beach, Calif. 90801.

"R. G." is keeping good company lately. His paintings of spacecraft are on display in the Smithsonian Institution's Space Age Exhibition along with the work of Norman Rockwell and Robert McCall. McCall did the paintings for the motion picture *2001: A Space Odyssey*.

Getting to see each issue of *Naval Aviation News* on time? Have a subscription sent home. Response indicates it goes over big with the wife, kids, and even the neighbors.



A NEW BOOK, *Douglas Skyraider* by B. R. Jackson is a must for all *Spad* drivers and tailhook buffs (*NANews* July, 1968, p. 39). Mr. Jackson, a Naval Aviation enthusiast and professional model builder, tells us that his volume is "not meant to be a detailed technical analysis" nor does it discuss every action in which the *Able Dog* was engaged. Rather, it is 144 pages of fascinating information, augmented by a profusion of photos, which outline its first appearance as the XBT2D through its final configuration as the A-1J.

Significant operations in the Korean and Vietnam campaigns are highlighted, citing units, ships and individuals. Seventeen pages of profile views and color plates portray various modifications and color schemes. Appendices provide data on production, assignment, specifications and squadron/carrier deployments.

While considerable space has been devoted to squadron histories, some have been left out as the author was apparently dependent on each unit to supply that information. *Skyraider* is, however, the most definitive book yet produced about this able and versatile aircraft. It is available from Aero Publishers, Inc., Fallbrook, Calif., at \$7.95 hardback and \$4.95 softback.

Naval Aviation in World War I, a 90-page softbound account of Naval Aviation's first wartime operations, compiled by Adrian O. Van Wyen, DCNO(Air) Historian, is a *NANews* production which every aviation enthusiast should find a valuable addition to his library. The book is arranged chronologically with outlines of day-to-day events interspersed with feature articles concerning important or interesting phases of development. The treatments explore such diverse subjects as the evolution of aviation uniforms, ground training, airship operations and seaplane patrols off the coast of France. The rapid expansion of the Navy's aviation arm from 287 officers and men with 54 aircraft and one air station to over 39,000 personnel, over 2,000 aircraft and 43 air stations is described in detail, with interesting glimpses of the individuals who participated in this monumental effort.

The book is well illustrated, frequently with photographs not previously published. A photo portfolio of WW I naval aircraft and another photo feature on the rare and unusual planes of the period are of particular interest. Although much of the text has appeared in past issues of *NANews*, numerous additional features have been included.

Naval Aviation in World War I may be obtained directly from the Superintendent of Documents, Government Printing Office, Washington, D. C., 20402, for \$1.25.





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Letters

On 'Flirting with the Angels'

Great jumpin' Jehosaphat! Who in thunderation was the knothed who made up the bird schedule for "Flirting with the Angels" in your August 1969 issue of *NA News*? Better yet, who in tarnation approved the goldarned thing for the Old Man? Certainly none of the people in the chain had this young fellow's best interests at heart.

While I can find no fault with your analysis of the *direct* factors involved in this incident, I submit that there are some indirect aspects that might well bear close consideration. As I compute this birdman's schedule for that memorable day, he had already been flappin' around for some 18½ hours (assuming he arose at 0430) by the time he leaped off on a night IFR mission, probably scheduled to recover some time after midnight.

My point in highlighting this abnormally long day is that a less fatigued pilot may not have succumbed quite so readily to a loss of oxygen at a cabin altitude of 9,500 feet. In any event, such a practice violates the wisdom of command attention and supervisory responsibility for pilot scheduling (not to mention NATOPS) that we have sought so earnestly for these many years — or, are we now really and truly in a duty status 24 hours a day?

I'll bet this lad will think twice before he accepts this kind of treatment again and, unfortunately, maybe before he decides to make this kind of life his career.

L. F. Cooper, Capt., USN
HQ ALCOM, J2
APO Seattle 98742

¶Gramps says: AMEN! Believe it or not, what you've said is something I've been tryin' to get across to some thick command and supervisory heads for years. It is an established fact that a good pilot won't turn down a combat or night carrier mission because he's too tired, doesn't feel quite up to snuff, etc. He is the last one to know when fatigue starts to take its effect. Therefore, it must devolve on the direct supervisor to observe a pilot's mental and physical condition and make decisions accordingly.

Kudo

I would like to compliment you on a well put-together magazine.

I particularly enjoyed the article "The Giant Sleeps."

M. L. Anderson
6726 Queens Road
Alexandria, Va. 22306



A BURST of 20mm gunfire from an F-8 Crusader neatly cuts a broad red ribbon to open the Tunnelled Boresight Range at NAS Miramar, Calif. The 1,000-foot long tunnel, which ends in a 20-foot sand bank, allows aircraft to optically sight-in their guns, then fire and adjust their firing pattern to a four-foot circle. Previously, Miramar-based units had to make the trip to NAF Fallon, Nevada, or MCAS Yuma, Arizona, to sight in their weapons.

More on Air Group 17

A shipmate of mine sent me the February 1969 issue of *Naval Aviation News* which contained the article, "Air Group 17 Shake-down," by Harold Andrews.

I was attached to VF-17, Tommy Blackburn's *Skull and Crossbones Corsairs*, on the *Bunker Hill* (CV-17). This great ship means much to me for I helped build her when I worked in the DB department at Fore River Shipyard, Quincy, Mass. You can imagine my joy when I was given orders to board her at South Boston Naval Yard after my boot training. (My father and older brother worked on her, too.)

I watched *The Gray Ghost* slide down the ways on December 7, 1942, as Mrs. Donald Boynton swung the champagne bottle. I've always believed this date predestined the *Bunker Hill*'s actions. Captain J. J. Ballentine was so proud of his new command that he sailed her up Chesapeake Bay to Yorktown to show Mrs. Ballentine.

The boys in VF engineering were rather upset when Blackburn's *Corsairs* were sent to Bougainville; but we got over it. We were anxious to start working on VF-18's new Grumman *Hellcat*. Commander Sam Silber was C.O. of VF-18.

Starting with Rabaul on Armistice Day 1943, we made a succession of strikes against the enemy on holidays, prompting the war correspondents on board to dub *Bunker Hill* "The Holiday Express" and "The Holiday Inn."

At Rabaul one of VF-18's F6F's was just taking off when a few of the enemy broke through: the pilot just pointed his nose up a

bit, fired and got his first kill.

That same day, 12 of VF-17's *Corsairs*, led by Tommy Blackburn, flew CAP over our ship and splashed 19 Japanese who dared attack their former mother ship. That day also saw Ike Kepford start his climb to being VF-17's leading Ace by shooting down four of the enemy.

Bunker Hill went on to become one of the greatest carriers in the war. She became great because of her men and air groups. I am very proud to have been part of this ship's amazing history.

Dan LoRusso, Secretary
USS *Bunker Hill* (CV-17)
Association World War II, Inc.

You're Welcome

How proud I am to rate an entire page in *Naval Aviation News* (September 1969, p. 2)! Thanks for your generosity.

I have been a "constant reader" for many years, experiencing a vicarious thrill in the exploits of those magnificent young men in their flying machines.

Aside from the landing and launch in my article about the *Big E*, I've had two other almost as exciting thrills of my own: both of them flights with the *Blue Angels*.

And now I am looking forward to the greatest of all: the day my now eight-year-old son is awarded Navy wings of gold.

Earl Dowdy
Travel Editor
The Detroit News
Detroit, Michigan 48231



VA-42 was originally commissioned VF-42 in September 1950 and received its present designation in November 1953. The squadron insignia, the 'Green Pawn,' was adopted from decommissioned VF-42. The NAS Oceana-based unit transitioned from the AD to the A-6A in 1963. Led by Commander R. J. Sample, VA-42 trains aircrews and maintenance personnel in the operation and support of the A-6A.



NAVAL AVIATION

NEWS

