

NAVAL AVIATION

NEWS



OCTOBER 1971

NAVAL AVIATION NEWS

FIFTY-SECOND YEAR OF PUBLICATION

Vice Admiral Maurice F. Weisner
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Assistant Deputy Chief of Naval Operations (Marine Aviation)

FEATURES

Ragtime 8

VA-42, the East Coast A-6 RAG, produces top-notch pilots, bombardier/navigators and maintenance personnel. With photos and words, NANews tells how the squadron accomplishes its mission.

Flight Training Under CNT 22

A look at the organization of the new Naval Training Command as it affects naval flight training.

Covers

On the front cover an A-6 moves toward the cat on an Atlantic Fleet carrier as a squadron mate approaches for a landing. The Chapel of the Good Shepherd at NAS Oceana helps frame the flight of F-4's on the back cover. At right, PH3 Dennis W. Read's camera caught the "Reflected Landing."

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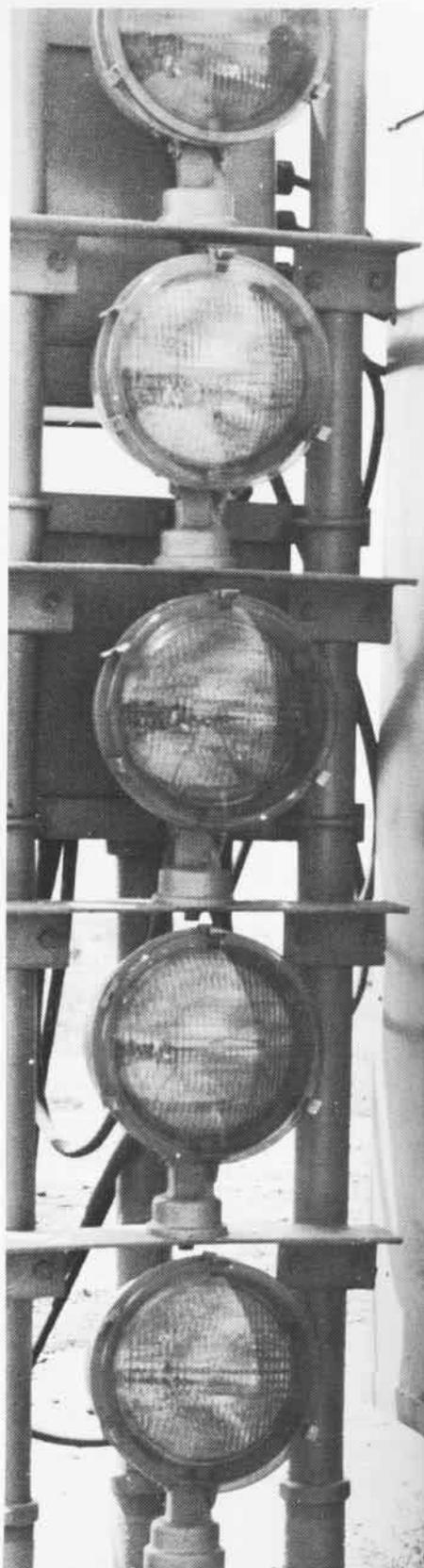
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EDITOR'S CORNER

The reader may wonder how it is that photo captions in our historical articles manage to contain such vital bits of knowledge as the fact that Martin M2O-1's, also built at the Naval Aircraft Factory as NO-1's, were each powered by the Curtiss D-12 engine. Or that VMS-2 stationed at San Diego in 1938 was equipped with twelve O3U-6's. It's not that our staff is as aged as Grampaw Pettibone and can remember when. . . . We have access to this arcane data through close association with the Aviation History section of DCNO(Air Warfare). But before you sit down to pen us a request to settle a disagreement that arose at Happy Hour last Friday over what squadron last flew P2D's, let us share some of our secrets. There are several fairly small but excellent reference books dealing with Navy and Marine Corps aircraft which we make constant reference to and which you may also use to astound a friend or befuddle an adversary.

Among these are two books by William Larkins: U.S. Navy Aircraft 1921-1941 and U.S. Marine Corps Aircraft 1914-1959. Largely pictorial, these contain useful information concerning squadron assignments within fleet forces and the aircraft with which they were equipped. U.S. Navy Aircraft, in addition, gives aircraft characteristics and performance data along with information on aircraft markings, squadron insignia and fascinating miscellany in its photo captions. The book also contains a complete list of serial numbers assigned to Navy planes, from the Curtiss A-1 to the old number 9999, a Goodyear blimp. Unable in those early years to break through the four digit barrier, the next number became 0001 (one of those O3U-6's) and then went on to 7303, SecNav's R50-1, before the current series began with 00001.

Another outstanding reference, United States Navy Aircraft Since 1911, produced by Gordon Swanborough and Peter Bowers in 1968, not only gives a brief history of Naval Aviation, but also contains a lengthy chapter dealing with the various systems used for aircraft designation since 1911, five in all. Two

shorter chapters shed light on the confusing area of aircraft color schemes and marking systems. This book has proven very useful to the staff through its brief but pithy write-ups detailing development, various models produced and operational assignments. Aircraft characteristics and performance data are again provided along with the serial numbers assigned to each of the various modifications. Navy Aircraft Since 1911 also has an illuminating section on the Navy's gas bags from DN-1 to ZPG-3W, with kite balloons and rigid airships thrown into the bargain.

For the specialist only interested in the fighter plane, Paul Matt's United States Navy and Marine Corps Fighters, 1918-1962 zeros in on that thoroughbred of aircraft types through extensive text dealing with their development, testing and operations. Beginning with the Curtiss Dunkirk Fighter and ending with the Phantom II, nearly every Navy fighter plane is illustrated and discussed, including such rare birds as the Hanriot HD-1, swing wing XF10F-1 and saucer-shaped XF5U-1. Of particular interest are 75 pages of three-view drawings of Navy fighters which prove useful for identifying rare aircraft in uncaptioned photographs. Illustrations of 60 USN and USMC fighter squadron insignia are also valuable aids in identifying and captioning much of the historic material which comes into our hands.

However, we must admit we have one more secret weapon up our sleeve - the equivalent of having an H-bomb when confronted with crossbows. Under the cover title of Technical Advisor, Hal Andrews is our final authority. On unofficial loan to NANews during coffee breaks at NavAirSysCom, Hal is the one who identifies the PW-9 from the FB-1 because of its wheel covers when that is about all that is visible.

Now, armed with the secret to our historic insight, you too can amaze and dazzle your colleagues. Just ensure that you have access to the better library or authority for, as we have often found, this game can get out of hand - much to one's embarrassment.



AirLant Battle E Winners Announced

NORFOLK, Va.—Commander, Naval Air Force, U.S. Atlantic Fleet, Vice Admiral Robert L. Townsend, has notified eight squadrons and one aircraft carrier that they are winners of the Naval Air Force Atlantic Battle Efficiency Pennant.

Although the award is referred to as the Battle E, the competition is based entirely upon readiness for battle, rather than battle itself. Over the competitive period, each squadron and ship is scored on everything from training to tactics, from speed to security. The same type competition is conducted in every department aboard ship and individual E's are awarded.

The Naval Air Force Atlantic winners competed with sister ships and squadrons during the 18-month period from January 1, 1970, to June 30, 1971.

Judged best in the attack carrier class was USS *John F. Kennedy*, homeported at Norfolk, Va.

The eight squadrons sporting the E are: Fighter Squadron 33 and Attack Squadron 34, NAS Oceana, Va.; Attack Squadron 72, NAS Cecil Field, Fla.; Patrol Squadron Five, NAS Jacksonville, Fla.; Reconnaissance Attack Squadron Nine, NAS Albany, Ga.; Air Antisubmarine Squadron 32 and Helicopter Antisubmarine Squadron Five, NAS Quonset Point, R.I.; and Carrier Airborne Early Warning Squadron 126, NAS Norfolk.

CVA departmental winners were: USS *F. D. Roosevelt*—operations and supply; USS *Saratoga*—air and medical; USS *America*—engineering; USS *John F. Kennedy*—weapons

(missile category), communications and AIMD.

Departmental honors given antisubmarine warfare carriers were awarded to USS *Intrepid* for air and medical and USS *Wasp* for communications. *Wasp* was also awarded the antisubmarine A for the second consecutive time signifying her as best in ASW warfare, and Carrier Antisubmarine Air Group 54, which operates from *Wasp*, was awarded the A for the third consecutive time.

Change at NATC Pax

PATUXENT RIVER, Md.—In a change-of-command ceremony at the Naval Air Test Center on August 30, Rear Admiral Roy Maurice Isaman relieved Rear Admiral H. L. Miller as



Silver Eagles Association officer, Captain W. F. Culley, USN (Ret.), presents a \$500 donation to the Naval Aviation Museum's officer in charge, Captain Grover Walker. The Silver Eagles are former and active enlisted Naval Aviation Pilots. Museum officials are hopeful of breaking ground soon for a new building at NAS Pensacola, Florida.

Test and Evaluation Coordinator for the Naval Air Systems Command, Commander, Naval Air Test Center, and Commander, Fleet Air Patuxent.

RAdm. Isaman's former assignment was as Deputy Chief of Staff for Plans and Operations, CinCPacFlt. RAdm. Miller is retiring after a 37-year career.

HC-7 Awarded PUC

IMPERIAL BEACH, Calif.—Vice Admiral T. J. Walker, ComNavAirPac, presented the Presidential Unit Citation to the officers and men of HC-7 during a special ceremony July 28 at the naval air station. Commander C. L. Glade, commanding officer, accepted the award.

HC-7 is the second Navy helo squadron to be awarded the PUC for duty in Vietnam since the outbreak of hostilities. The only other helo squadron to receive the award is HA(L)-3.

HC-7 was formed on September 1, 1967, at Atsugi, Japan. During the past three and one-half years, HC-7 has achieved considerable recognition of its search and rescue accomplishments in Southeast Asia.

Operating from Navy ships at sea on Yankee Station, HC-7 SAR detachments have been credited with rescuing 76 American aviators from Vietnam waters. During the early stages of the Vietnam conflict, the squadron made several over-land rescues in North Vietnam under intense enemy fire, resulting in numerous awards and citations.

HC-7, flying the SH-3A and HH-2C, will continue to maintain its commitments in Southeast Asia from its new home at Imperial Beach.

VAdm. Weisner New DCNO(Air Warfare)

WASHINGTON, D.C.—On September 1, Vice Admiral Thomas F. Connolly was relieved by Vice Admiral Maurice F. Weisner as Deputy Chief of Naval Operations (Air Warfare). VAdm. Connolly retired from active duty,

having completed 38 years of naval service, nearly five as DCNO(Air).

VAdm. Weisner comes to his new billet from command of the U.S. Seventh Fleet. He was relieved by Vice Admiral William P. Mack in June.

RVAH-1 Sets Safety Record in Fiscal 1971

ALBANY, Ga.—Reconnaissance Attack Wing One set a new safety record during fiscal year 1971, flying a total of 19,037 hours and accumulating 3,800 carrier landings while achieving a major accident rate of 2.10. This is the safest year of flight operations in the history of the RA-5C *Vigilante*.

RVAH-1, commanded by Captain Dean E. Webster, is composed of nine operational fleet squadrons, a training squadron and the Naval Intelligence Processing System Training Facility. Although components of the Atlantic Fleet, the reconnaissance attack squadrons also deploy aboard Pacific Fleet carriers, providing photo-reconnaissance and electronic intelligence.

Surveillance Plane Planned

WASHINGTON, D.C.—The Navy is assigned the responsibility for maintaining an ocean traffic information system capable of total and continuous ocean surveillance. The results of earlier Navy-sponsored studies indicated that high altitude reconnaissance aircraft collect sea-traffic data at a better rate than any other observation system. This prompted the Office of Naval Research to sponsor a technical feasibility study at Boeing of an ocean surveillance system consisting of an airplane capable of very high altitude flight, carrying appropriate lightweight observation sensors, recording devices and communication equipment. The general objectives of the study defined an all-weather day and night system with appropriate sensors and a crew of two to operate for a period of four to eight hours at an altitude approaching 100,000 feet for possible use in the 1980 period. In the course of this original study by Boeing, five subsonic and three supersonic point-design airplane configurations of very high altitude capability were defined. It was concluded that the very high altitude aircraft surveillance system and the mission concept are technically feasible and that the subsonic airplane performs sufficiently well to warrant complete system evaluation studies in detail.

Based on results of this initial inves-



Vice Admiral Connolly



Vice Admiral Weisner

'O' Course for Aircraft Maintenance Officers

MEMPHIS, Tenn.—“Statistics cannot solve the problems of an aircraft maintenance officer, but they can give him an accurate indication of his specific problem areas and help direct his creative efforts toward a solution,” is the way Wave Lt. Phyllis Smalley sums up the basic objective of the Management Analysis Course, Class O, at the Naval Air Technical Training Center.

Statistical analysis is a subject widely misunderstood throughout the fleet or, if not misunderstood, then simply not used enough to gain the maximum benefits. The aim of the analysis course is to teach the students how to use the statistical data, which is readily available within the Naval Aviation Maintenance Program (NAMP), to better manage their shops.

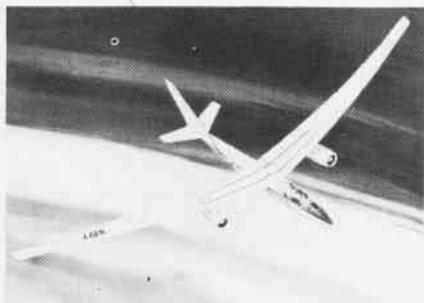
The course was established to provide professional education to selected officers and senior petty officers in the field of statistical analysis and to provide instruction in the fundamental problems of management analysis and

presentation techniques.

During six weeks of instruction, students are taught basic statistical techniques used in many aspects of business and industry, graphic presentations, probability concepts, descriptive statistics, statistical inferences, control charts, work sampling techniques and correlation studies. Students also get insight into the NAMP system as they analyze data relating to specific aircraft, operating units or type commands and then present findings relating to any problem areas. They must then offer feasible solutions for consideration.

Further information relating to this course can be found in the Navy Formal School Catalog under course code number C-7E-2010. Quota control is exercised by the Commanding Officer, NATTC Memphis, through the training officer of the Naval Aviation Officers School. Additional information and quotas may be obtained by calling the school, autovon 435-1650 or commercial (901) 872-1711, extensions 441, 442 or 443.

tigation, a follow-on study was instituted in late 1968 to define a high altitude subsonic configuration that, while not necessarily optimized, would satisfy the ocean surveillance system requirements. The resulting base-line aircraft has a maximum design gross weight of 60,000 pounds, a wing span of 200 feet, aspect ratio of 20 and a body length of 82.5 feet. Two turbojets with over 35,000 pounds of thrust each will provide the thrust required at high altitude. This base-line airplane was designed to achieve a balance between a high altitude capability and endurance. The airplane operates at an extremely high lift coefficient and has a slotted airfoil. To preclude having an excessively large vertical tail, which would be required for engine-out control during takeoff at full power, the airplane would use partial power for takeoff. However, takeoff distance to clear a 50-foot obstacle would be approximately 3,000 feet when using only one-seventh of available thrust. *Naval Research Reviews*, March 1971.



Artist's drawing of very high altitude plane.

Wasp Wins Flatley Award

NORFOLK, Va.—USS *Wasp* (CVS-18) was named the Admiral Flatley Memorial Award winner for superior performance in aviation safety for her class of carriers for FY 71.

The attack carriers *Kitty Hawk* (CVA-63) and *Hancock* (CVA-19) placed first in CVA groups I and II, respectively.

Runners-up for the attack carrier groups were *America* (CVA-66) and *Franklin D. Roosevelt* (CVA-42). *Ticonderoga* (CVS-14) was runner-up in the CVS category.

The Admiral Flatley Award is presented annually to one carrier in each class for outstanding contributions to the accident prevention program.

MDI System Evaluated with Crossbow



POINT MUGU, Calif.—The crossbow, a hunting and fighting weapon used during the Middle Ages in Europe, is being used at the Naval Missile Center to help evaluate the performance of the Miss Distance Indicator (MDI) system. This system measures the performance of Navy missiles, such as the *Sparrow* and *Sidewinder*, and indicates how close they come to a target.

The crossbow shoots wood or fiberglass arrows with two straightened paper clips mounted at right angles in the nose to form crossed-dipole antennas, making the arrow electronically visible to the MDI as it simulates the flight of a missile past the target.

George Kallman, electronics engineer in the operations department, explains that the MDI operates on a 6.6-inch wave length. The straightened paper clips, which form antennas on the arrow, are one-half wave length long and are easily seen. Through a telemetry device in the MDI, a ground station records Doppler cycles from the arrow, which are fed into an oscillograph. The end product is a paper tape showing cycles, each representing 3.3 inches of arrow motion. By counting the number of cycles received, the distance by which the arrow or missile missed the target can be calculated.

Use of the crossbow and arrow in

place of *Sparrows* or *Sidewinders* to help evaluate the MDI system saves the Navy a considerable amount.

VT-3 is Safety Conscious

MILTON, Fla.—VT-3, home-based at NAS Whiting Field, has had a continuous record of accident-free flight hours since October 1969 for a total of 126,781.6 consecutive accident-free hours as of July 1971. The squadron's present commanding officer, Commander Robie Andrews, recently relieved Commander Paul S. Daly.

Navy Accepts First Supersonic Firebee

SAN DIEGO, Calif.—In July the Navy accepted the first operational supersonic *Firebee II* aerial jet target from Teledyne Ryan Aeronautical. In making the presentation to Vice Admiral Thomas J. Walker, ComNavAirPac, who accepted for the Naval Air Systems Command, Mr. T. G. Jameson, Ryan's president, noted that the occasion marked the beginning of a new era in remotely piloted vehicles. The first 14 operational models for the Navy will be delivered to the Naval Missile Center, Point Mugu.



GRAMPAW PETTIBONE

Too Hot, Too Heavy

At approximately 1700, our Commander—with over 4,000 hours, 1,000+ in jet aircraft—filed his flight plan from Hot Sands AFB to NAS Coast. Our experienced pilot manned his A-4 *Skyhawk* with normal pre-flight and start procedures. The duty runway was over 12,000 feet long with a field elevation of 5,000 feet. The runway temperature was 90°F as the A-4 was cleared for takeoff. After rolling approximately 6,500 feet and reaching 145 knots, the aircraft became airborne. Acceleration was very slow and the rate of climb negligible; flap retraction speed was not reached and, at 135 knots, the aircraft was slightly descending. The pilot selected full flaps. He noted that the engine instruments were normal and decided he was on the “backside of the power curve.” Since a crash was impending, the pilot ejected at an estimated altitude of 300 feet AGL. Ejection was normal in all respects. The pilot landed just outside the burning area of the aircraft impact area. The parachute canopy collapsed on the burning area and the commander pulled it from the fire; an ambulance arrived and took him to the dispensary. He was treated for a left knee and ankle sprain. The A-4 was destroyed.

Post-accident investigation revealed that the aircraft weight on takeoff was approximately 1,400 pounds over maximum gross weight for the existing temperature and pressure!?! The pilot did not compute maximum allowable takeoff weight or takeoff distance as required by NATOPS!



Grampaw Pettibone says:

Great balls of fire! I'm ready to blow my top! There is *no* excuse for a pilot knowingly taking off from a high altitude field on a hot day without knowing the capabilities of his machine under those conditions. It is even more inexcusable when it is



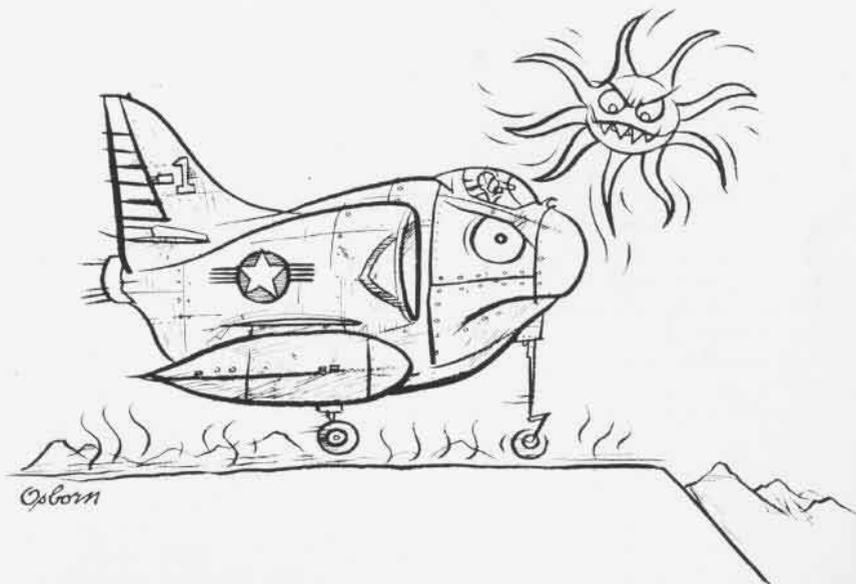
perpetrated by a seasoned, experienced pilot. This fella continued to act like an amateur, compounding his problem after takeoff by selecting full

flaps instead of reducing his aircraft weight (drop tanks). With full flaps, he increased the drag with no more go-juice available! Seems like this gent needs more training in aerodynamics—amongst other things!

Flying from our NAS's which, in the majority of cases, have field elevations near sea level, has a tendency to lull us into a false sense of security—or complacency! Give a fellow a 12,000-foot runway and you know he's sure his machine will leap in the air and fly—ain't so! So, take heed when flying from high long runway airfields and do the figuring before you go. All you “approvers” of cross-country requests—a word of caution on the approval chit won't hurt either!

Sauna Bath

At approximately 0900, 1st Lt. Hotphoot volunteered to replace Captain Nofly on a scheduled, local area, solo instrument flight. The schedule called for an hour and a half flight which would include an instrument departure to VFR on top and GCA approaches until landing weight was achieved.



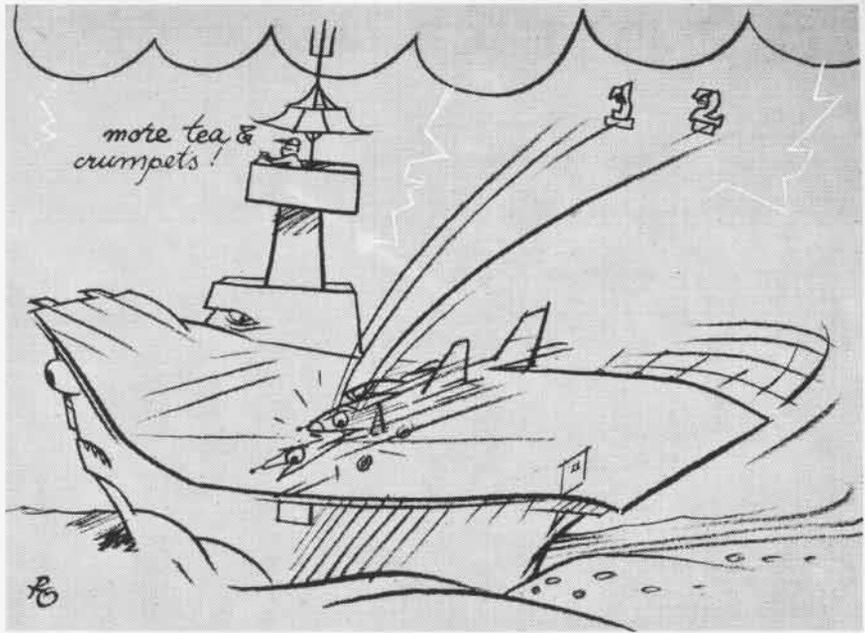
ILLUSTRATED BY *Osborn*

The pilot checked the weather and left the ready room at approximately 0930 to man an A-4F *Skyhawk*. After engine start, Lt. Hotphoot requested and received clearance for an instrument departure to visual conditions on top. After satisfactorily completing engine run-up, the young aviator requested takeoff clearance. The tower cleared him for takeoff and directed that departure control be contacted prior to roll. The pilot conducted a positive radio check with departure control and commenced his takeoff roll. After the aircraft rolled approximately 2,000 feet and had about 110 knots of airspeed, Lt. Hotphoot noted gray smoke filling the cockpit and his legs began to get extremely hot. He informed departure control that he was aborting and that he had smoke in the cockpit. Departure control instructed him to switch to tower frequency. At this time the lieutenant proceeded to complete several diverse actions. He loosened his oxygen mask — to smell the smoke; retarded the throttle — to idle RPM; switched to tower frequency and called the tower advising them that he was aborting; and then aligned the airplane on the runway centerline and dropped the arresting hook, initiating the drop some time immediately prior to crossing the arresting gear. It didn't engage. Realizing he had missed the wire, our young lieutenant secured the engine and, as he began braking, the left tire failed. The aircraft veered to the right, skidded sideways for approximately 200 feet and went off the runway on the right side, coming to rest on the grass between two taxiways. He was 15 feet off the runway with about 300 feet remaining to the end. Lt. Hotphoot egressed in a normal manner with no injuries, but the aircraft suffered substantial damage. Post-accident cockpit investigation revealed that the cabin temperature control knob was in a *maximum warm position* and the *eyeball diffusers were closed!* In that situation, at takeoff power, maximum heat was diverted to the foot warmers and even a trace of residual oil within the air-conditioning system was sufficient to cause gray smoke.



Grampaw Pettibone says:

Dad blasted! Reminds me of the fellow back home who walked into his house, found it extremely hot and



ran outside without checking the thermostat!!! This lad continued to compound his problem after that first big mistake — missing the cabin temperature control knob on his checklist. Then he got involved in making his intentions known to departure control — control your machine first! Departure control was a “great help.” When they told him to switch to tower frequency, he should’a ignored them! It’s real significant that seven days after the accident this lad was still confused about NATOPS procedures for “aborting.” Furthermore, he was spending a considerable amount of time preparing for competition in athletic events. What about a sense of priorities? Jack of all trades — master of none? Lad, flying our modern day machines ain’t a part time job. Keep your eyeball on this one, skipper!

Tilt

It was a dark and stormy night; lightning flashed frequently from the low hanging clouds as two veteran *Skyhawk* pilots huddled in their cockpits on the flight deck. Aboard the small attack carrier, launching crews scurried back and forth on the wet deck readying the wing aircraft for their missions. Considering the thunderstorms and rainshowers in the area, the A-4F pilots, although scheduled as spares, were mentally and physically prepared to be launched.

The 0420 launch went as scheduled, however, and, after the last aircraft was catapulted, the planes parked aft were untied in preparation for taxi to the bow to clear the deck for the recovery. As the chains were removed from the spare tanker which was parked on the starboard side aft, the ship went into a starboard turn and heeled to port. The tanker started to slide across the landing area, hitting another *Skyhawk*. Both planes then continued sliding across the deck, striking an F-8 *Crusader*, manned by a plane captain, on the way.

As the planes dropped into the catwalk, both pilots ejected from their A-4’s. All three aircraft remained on deck, but it took a helicopter an hour and a half to recover the two pilots from the ocean in the heavy rain which immediately followed.



Grampaw Pettibone says:

I sometimes wonder if the people on the bridge of these carriers are really aware of what’s going on out there on the flight deck at times. Or is it just part of the game to drop one over the side once in a while? That they do, several of them every year, just because the ship turns and tilts the deck out from under the aircraft while they are being moved around on deck. Is it absolutely necessary? Captain, please don’t rock the boat!

Back during the early 50's when an idea for a revolutionary all-weather attack aircraft began to germinate in the minds of aviation planners, an NAS Oceana-based fighter squadron became an attack squadron. In 1953, VF-42 turned in its FAU-4 *Corsairs* for AD-4's and, later for AD-6 *Spads* and returned to the fleet as VA-42.

By 1957, the idea for a new aircraft was converted into engineering plans that were submitted to the Navy. Of 11 different designs, Grumman's was judged the best and it began construction of the new attack aircraft.

The Oceana attack squadron got a different job in 1958: training replacement pilots for Atlantic Fleet *Skyraider* squadrons.

Then, in February 1963, Grumman's product and VA-42 were brought together when the squadron accepted its first A-6 *Intruder*. With the arrival of the two-place, twin-jet, all-weather attack aircraft, the *Green Pawns* of VA-42 assumed responsibility for the initial training of aircrews (pilots and bombardier/navigators) and maintenance personnel for the first fleet A-6-squadron.

First the instructors had to learn the intricacies of the complex aircraft. This was no small feat. LCdr. Don Hahn, presently administrative officer, was in on the beginning of the transition. A bombardier/navigator with almost 950 hours in the A-3, he received orders to VA-42 in 1963. He remembers the early transition:

"There were two A-6's that had just come aboard. I'll never forget when I first pulled up to the ramp and saw them with their ugly bulbous noses. I asked myself, 'Is that it?' As far as an NFO was concerned, there was only a blank panel in front of the right seat, since the weapons system components hadn't yet been installed.

R A G G T I M E

In June we received the first system-configured A-6 (BuNo 149939) and we flew that aircraft around the clock. It was kind of a learn-by-touch-and-go situation. There was no one to tell us how it worked because no one knew — except for the few who had been to the Grumman factory for a couple of weeks. But since none of us had any formal A-6 training, we had to rely completely on our experience in the A-3. We learned, and four months after receipt of our first complete *Intruder*, started to transition the first fleet squadron—VA-75."

From a bombardier/navigator's standpoint, how did the initial NFO training in the A-6 compare with that received in the A-3?

LCdr. Hahn answers, "In both cases, the B/N went through the same training evolutions: everyone received survival, weapons training, etc. Training for the A-3, we used the P-2 *Neptune* for a training platform, a flying classroom. We would take up three or four B/N's with A-3 equipment for navigation and bombing training. We do the same thing now with the TC-4C *Gulfstream*. Before its arrival in 1968, replacement B/N's received all their flight training in the A-6."

A pilot's view of the transition period is similar to that of the bombardier/navigator. When he reported to VA-42 in 1963, Lt. Bill Westerman's prior experience had been in A-4 *Skyhawks*. Now a lieutenant commander and the squadron's operations officer, Bill Westerman reflects on that period. "We were literally 'writing the book' on the *Intruder*. Before we got the airplane we thought the A-6 had a yoke instead of a stick."

The new instructors had a lot to learn. The pilots were all East Coast A-4 types and used to a single crew,

By Michael G. McDonell
Photos by JOC Dick Benjamin



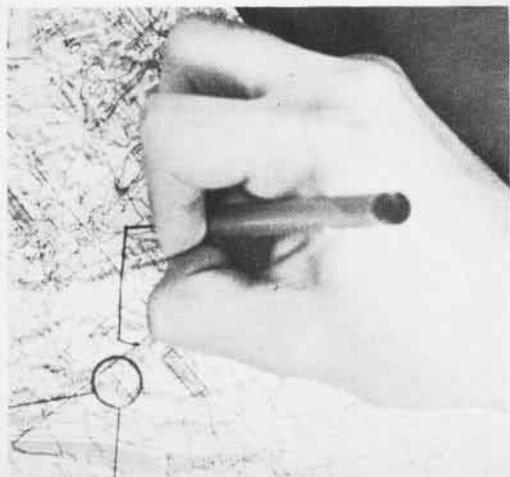
visual attack mission — while the B/N's were all from A-3 squadrons with their multicrew, heavy attack mission. The two types were under the same handicap because they had no prior experience with, and did not fully understand, the capabilities of the sophisticated *Intruder*. "But we sat down," Westerman continues, "and learned everything that we could from anyone with any knowledge of the A-6 (i.e., Grumman representatives and NATC Patuxent River, Md., test personnel) and we started to build a training syllabus for the aircraft."

Coming from a single seat to a dual seat attack aircraft, were there any problems learning to fly with someone else in the cockpit?

LCdr. Westerman replies, "Now it seems quite natural. I've learned to rely on that man in the right seat. When I first flew the A-6, I felt that I had somebody sitting there watching me. But as we got more into the idea of the weapons system, I began to appreciate more and more the B/N's specific talents. Right now, I can't conceive of performing this aircraft's all-weather mission without him. Once the full potential of this weapons system is appreciated, you completely accept the fact that it requires the two of you to do the job, and you start working as a team. It is a complete team effort."

That last sentence says it all. The mission of VA-42 is to train the crews who fly the Atlantic Fleet's *Intruders* and, at the same time, the men who keep them flying.

During the early build-up stages of the Oceana A-6 community, VA-42 concentrated on a transition syllabus which produced complete *Intruder* squadrons from commanding officer through plane captain. Now the squadron trains approximately 100 fleet replacement pilots and bom-



A flight requires many hours of planning and training. Left and above, a student plans his route; at right, two student B/N's navigate in the TC-4C.

bardier/navigators each year, inputs being received directly from the training command, proficiency flying billets or non-*Intruder* units. In addition, the squadron has responsibility for the Atlantic Fleet A-6 Fleet Replacement Aviation Maintenance Program (FRAMP).

Commander Jerrold M. Zacharias, former squadron C.O. (recently relieved by Commander Michael F. Andrassy) states simply the RAG's goal: "We take a student who has never flown in the A-6 and in approximately 120 flight hours we teach him how to fly the airplane or operate the system."

The 27-week pilot and bombardier/navigator syllabi are both under almost continuous review and are frequently revised to reflect aircraft improvements and ever-changing fleet requirements. Neither syllabus is inflexible and can be tailored to an individual's previous experience or

acquired proficiency as he progresses through the various training phases. Each syllabus includes over 500 hours of academic, non-flight training. Approximately 360 hours are devoted to squadron ground school which complements the flight training syllabus. The remainder spans instruction in aircraft and power-plant systems, presented by the Naval Air Maintenance Training Detachment, and field duty with FAETULant in the Maine woods, learning how to survive, escape, resist and evade.

The A-6 replacement pilot has logged approximately 120 flight hours in the *Intruder* by the time he completes his six and one-half months of training and reports to his fleet squadron. His syllabus calls for nine familiarization flights in the A-6 in order to become acquainted with its flight characteristics. The next phase is visual weapons delivery — the A-6's secondary mission. To



LCdr. Don Hahn
Admin. Officer, VA-42

'Flying the A-6 is a two-man show; if either of them falls down, you've lost everything.'





*'We try to give students a feel for the aircraft...
how it operates in the upper performance levels.'*

master these techniques, the transitioning pilot deploys for ten days to MCAS Yuma, Ariz. During that time, he is introduced to non-system bombing techniques and sharpens his formation flying skills. The system navigation and weapons phases follow his return from Yuma. In seven to nine flights, the replacement pilot becomes adept in utilizing the various A-6 terrain clearance and terrain following modes, and in interpreting the navigation and weapons delivery symbology, or "cues," generated by the system and displayed on the analog display indicator, optical gun-sight and radar repeater scope located on his side of the cockpit. Three weeks of field carrier landing practice and air-to-air tactics precede the final carrier qualification stage. In keeping with the VA-42 phased-training concept, each flight phase is preceded by intensive ground training and simulated missions in the A-6 weapons system trainer.

The bombardier/navigator's training program closely parallels the pilot syllabus in his first few weeks on-board, then becomes highly specialized until the final carrier qualification phase. The replacement NFO does not require as many initial proficiency A-6 flights as a pilot, since his training is primarily oriented toward operation of the weapons system. He receives one familiarization and one visual navigation flight. Then he begins the extensive system navigation and weapons phases, during which he masters the radars, ballistics computer and the inertial and Doppler navigation systems.

Seven of the twelve navigation flights are made in the TC-4C *Gulfstream*. Outfitted with a complete A-6 weapons system — and lacking only the weapons release capabilities of the *Intruder* — the TC-4C contains an A-6 cockpit and four additional radar repeater scopes. This configuration permits the simultaneous in-



Lt. R. S. "Williard" Williams
Instructor, VA-42

struction of up to six bombardier/navigators, under the supervision of a highly qualified NFO instructor. The introduction of the TC-4C into VA-42's training program proved to be a major breakthrough, not only in the quality of bombardier/navigators provided to the fleet, but also in the time needed for them to learn to navigate without use of visual landmarks.

A-6 flights are interspersed with TC-4C sorties to develop additional proficiency. The student B/N is first introduced to basic radar navigation by a typical flight which might be from Norfolk to Richmond to Charlottesville to Roanoke and then back to Norfolk. As training progresses, the target areas become smaller and more difficult to acquire on radar. Isolated targets, such as bridges, river bends and mountainous terrain, test the bombardier's ability to interpret the radar and integrate all the *Intruder* sub-systems to ac-

complete his mission. The student is using the entire system by the end of the navigation phase.

After fundamental navigation, the B/N finds himself back in the classroom and weapons system trainer preparing for the weapons delivery and radar target identification portions of his training program. Activity is closely balanced between A-6 flights on which he expends practice ordnance on local targets and TC-4C and *Intruder* flights devoted to the identification of individual radar returns in large complexes.

A tremendous amount of preparation goes into these flights, studying photographs and charts and sketching radar predictions of the intended target area. Between 12 and 20 hours are spent preparing for a typical two and one-half-hour flight. The ability to master this skill will ultimately determine whether an individual will be an average or outstanding bombardier/navigator.

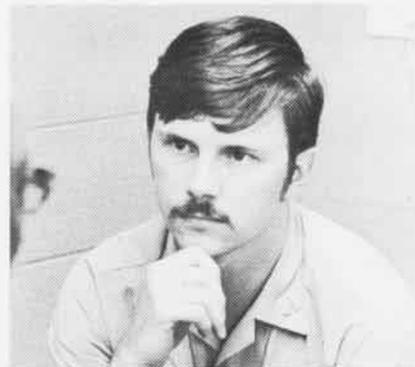
When the replacement B/N's complete the weapons phase, their class is paired up with a corresponding pilot class for field carrier landing

practice and carrier qualification aboard USS *Lexington* (CVT-16). This enables both pilots and NFO's to better appreciate the teamwork or crew concept which is so vital to successful accomplishment of the A-6 mission.

Training the personnel who will keep the *Intruders* in an "up" status is another facet of VA-42's mission. This training is accomplished by the A-6 FRAMP. All enlisted aviation maintenance personnel reporting to an East Coast *Intruder* squadron first report for FRAMP training. LCdr. D. W. Seykowski, FRAMP training officer, explains the program: "Depending on the individual's rate, his training will take four to 20 weeks. When an individual first checks in we present an introduction to the A-6 with a view towards his prospective job. For example, if he is an AT, we will acquaint him with the 'black boxes' that he as an AT will be working with. He will then attend a formal school at the Naval Air Maintenance Training Detachment where he receives formal theory in that portion of the A-6 that he will be concerned



At Attack Squadron 42, the mood range is from serious intensity to confident enthusiasm.



'At FRAMP, instructors teach students about the Intruder by literally taking an A-6 apart.'





RAGTIME

with. He then returns to us for a period of on-the-job training, working on the aircraft and applying the theory that he has learned. FRAMP currently trains prospective A-6 personnel in the following ratings: AT, AE, ADJ, AM and AQ."

In addition, plane captains and flight crews are also instructed by FRAMP personnel.

The flight crews are given a course in ordnance loading designed to acquaint them with the safety aspects and the general characteristics of the ordnance that the *Intruder* is designed to carry.

The average individual who reports to FRAMP for instruction normally reports from aviation fundamentals, advanced or B schools — a smaller number will have had experience with a type of aircraft other than the A-6.

Regardless of his prior experience, the student assigned to the program will find among approximately 20 instructors several individuals who are highly trained in his prospective specialty. The goal of each of these instructors, and of FRAMP as a whole, is to produce a skilled maintenance specialist for the East Coast A-6 community. Approximately 800 FRAMP graduates a year are testimonials to the program's effectiveness.

How good are the men who join the East Coast *Intruder* squadrons from VA-42? One veteran *Intruder* pilot put it this way: "I was amazed at how well these people performed under the most adverse conditions. When they leave VA-42, they are really ready for the fleet."



... with an all-weather squadron

THE STRAIGHT SCOOP

from an Intruder's computer

Hi, Atombuster 546 here, to tell you it's not easy being an A-6A *Intruder* attached to the *Green Pawns* of VA-42. Together with the rest of the fellows here, I'm responsible for training all the A-6A replacement flight crews and maintenance personnel for the Atlantic Fleet. That's a big job, one that few people outside our squadron can fully appreciate without knowing a little more about us.

Believe it or not, and it's tough, considering my looks, I'm worth as much as a parking lot filled with over 650 Cadillacs. If you add up the total assets of the outfit — A-6's, TC-4C's, hangars and ground support equipment — you'll get a figure that places us among the 500 largest industrial corporations in this country. And that's not counting over \$4 million in annual salaries for the officers and men.

With that much involved, I'm expected to do a good job training the people assigned to VA-42. Since 1963, when we were designated the first *Intruder* RAG, over 600 pilots and bombardier/navigators have received some form of flight and ground training, and over 3,500 enlisted personnel have completed our maintenance school.

The reason for putting so much money and effort into training people to handle me is simple. I was designed to perform as an all-weather medium attack aircraft, and that's what we train for.

A typical day begins at 6 a.m. when the line crew signs off the last of my preflight checks. Because system components include track, search, and Doppler radar in addition to a computer and inertial navigation platform, problems develop which require the skills of 600 enlisted men working 24 hours a day. Now that's maintenance.

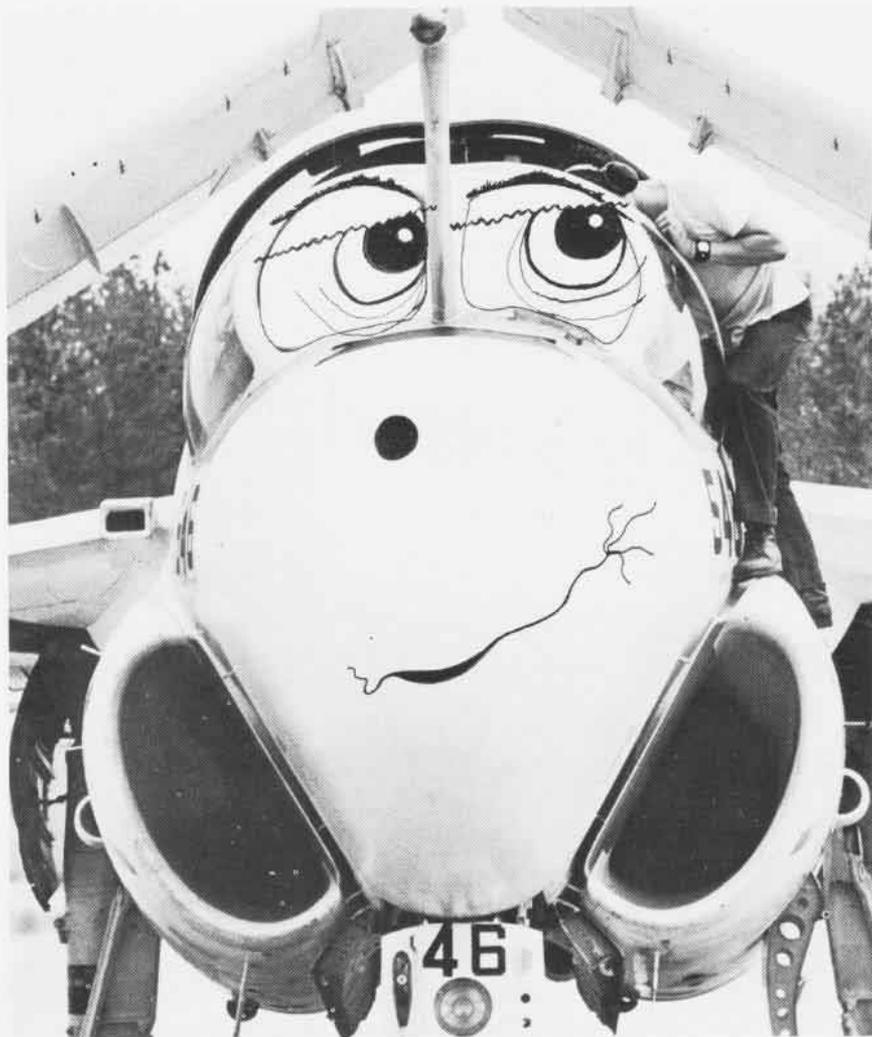
Frequently the maintenance types

who come to VA-42 are recent veterans of extended sea duty. It doesn't take long for most of them to realize that their shore duty in VA-42 is every bit as demanding as a tour in a fleet squadron. Though we have a lower priority than fleet squadrons for replacement parts, we're asked to fly

over 10,000 collective flight hours a year, and we're not the youngest fellows around.

Most replacement pilots and bombardier/navigators come to the squadron fresh from training command operations. That first takeoff with a new pilot at the stick can really rattle your

Are you sure this helps?



birdcage, but it doesn't take long before these types become the kind of professionals that the fleet requires.

For many replacements—and instructors, too—the long delays that accompany manning aircraft, only to find an aircraft “down” because of a lack of components, make the whole experience frustrating (it could ruin your whole day). Yet, for those who appreciate the complexities of the Navy supply system and the assigned priorities of various aviation units, the tempo of VA-42 operations is impressive. In the midst of all this training, the squadron is often asked to perform Significant Little Jobs, i.e., VIP tours, rescuing fleet squadrons by providing essential maintenance personnel, and sometimes delivering an aircraft, usually the aircraft in the inventory with the best system.

Perhaps the biggest problem facing the squadron is reliability. Components, though interchangeable, require a great deal of fine tuning. The daily flight schedule usually lists 20 syllabus flights. This schedule takes a lot out of us old fellows, but it's better to finally get airborne than to stay on the deck and have some long-haired lad walk up, wrench in hand, with an eye to fixing my gripes. Well, it's all in a day's work, sitting here on the line subjected to the whims of pigeons, new pilots or an AQ just discovering how complex a guy can be.

But when things start to get dull, someone mentions Yuma or Pensacola. Now those are places most people go for vacation and in some ways I guess we do, too. There's nothing like that Arizona climate to dry out a guy's computer. However, after enduring as many as 30 runs a day, pulling four to six G's each time over a bombing target, it's no wonder my fuselage is gray. And if that ain't enough, somebody decided we could do the same thing when it's dark, rainy, or both.

Even with the G's, Yuma is a vacation compared to carrying a replacement pilot, and his B/N, aboard a carrier for his first qualification in an A-6. I know it takes a cool head and steady hand and we've never had a carrier landing accident, but somehow *Lexington* looks smaller each time I go aboard.

It takes a lot of preparation to fi-

nally qualify a guy to be an A-6 pilot or B/N and we don't do it alone. Since 1968, when someone decided we needed a corporation aircraft, we've had the Grumman TC-4C *Gulfstream* to assist with B/N systems training. Although Grumman tried to make it as ugly as I am, they only succeeded with its nose, which houses the same system components as an A-6A. Six B/N's can receive systems training in one hop while their instructor concentrates on training them without having to fly the plane.

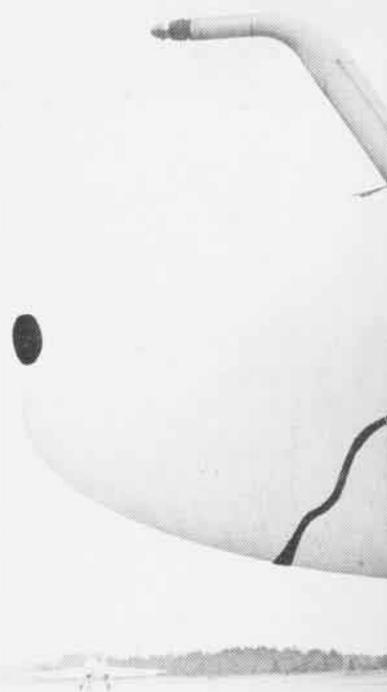
To round out a replacement crew's training, staff instructors provide over 100 hours of individual ground training, broken by a liberal dose of sea stories. That's OK in a way, since most VA-42 instructors have seen one or two combat tours in Southeast Asia when the East Coast A-6's were providing support.

VA-42 is probably a lot like other RAG outfits—doing the best they can with what they've got in the way of men and material. And there are some pretty good VA-42 products around to prove it.

It's not easy being a *Green Pawn*, but if this is what it all stands for, then it's what I want to be.



Looking good!



Sick call.



Uh-oh, another FAM hop.



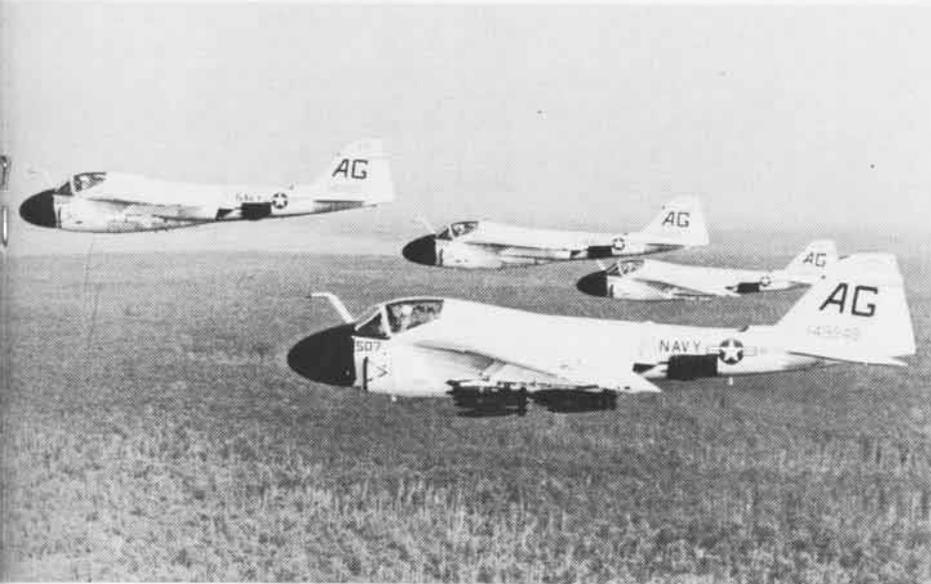
The A-6 *Intruder* is the world's first fully all-weather attack bomber capable of detecting and identifying tactical or strategic targets, and delivering both conventional and nuclear ordnance on them under zero-visibility conditions. This extremely accurate, low-altitude, long-range, subsonic weapons system is powered by two turbojet engines partially buried in its plump fuselage. While the *Intruder* may not win any beauty contests, it clearly excels in its assigned mission. The A-6 is capable of carrying all U.S. and NATO air-to-ground weapons in its five external store stations—a total payload of 18,000 pounds.

The *Intruder* is manned by a crew of two, pilot and bombardier-navigator, seated side by side. To assist them, the all-weather navigation and weapons delivery system, DIANE (Digital Integrated Attack Navigation Equipment), provides an integrated electronic display which allows them to "see" targets and geographical features regardless of the effects of darkness or foul weather. Due to this ability, the *Intruder* is often used as a pathfinder for other types of attack aircraft, allowing their use under conditions which would not normally permit a successful mission.

The A-6A first entered service in February 1963 with VA-42. The A-6B, whose primary job is the suppression of surface-to-air missiles, is basically an avionics modification of the A-6A with provisions for the Navy's anti-radiation missile. The A-6C, born of the SEAsia war, incorporates electro-optical sensors to observe and attack vehicles moving under cover of darkness. The A-6E, latest model in the series, features a multi-mode radar and an improved computer.



R U D E R



A-6A

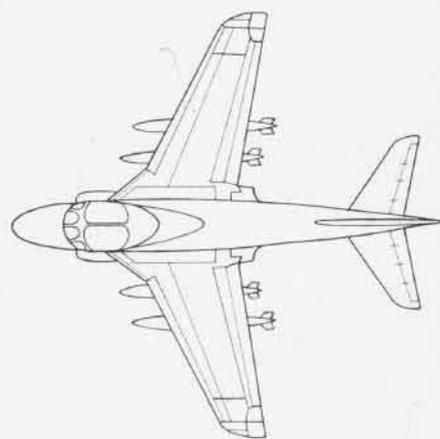
A-6B



A-6C

A-6E

Length	54'7"
Height	15'7"
Wing span	53'0"
Engines	2 P&W J-52-P-8A
Thrust	9,300 lbs. each
Maximum speed	567 kts.
Cruise speed	420 kts.
Service ceiling	47,000 ft.
Combat radius	1,100 nm
Ferry range	2,700 nm
Payload	18,000 lbs.
Max gross weight	60,626 lbs.



Flight Training Under **CNT**



The reorganization of naval training and its consolidation under the first Chief of Naval Training (CNT), Vice Admiral Malcolm W. Cagle, has had its effect on the Naval Aviation training program. Though the training of Naval Aviators has not yet been changed to any significant extent in content, its organization has received a major redesign in one of the most important organizational reorderings the Navy has made since World War II.

Responding to the recommendations of a 20-man Naval Training Command Board headed by VAdm. Cagle, convened in February by CNO, Secretary of the Navy John Chafee directed the establishment of a single Naval Training Command with its

headquarters at Pensacola, Fla. This move culminated a series of hearings held by numerous boards examining the subject since it was first proposed by the Bureau of Personnel in 1945. In January 1971, Admiral Elmo R. Zumwalt, Jr., Chief of Naval Operations, directed that a new board be convened not to just study naval training once again, but rather to present an implementation plan that would centralize all naval training under one organization.

Choosing the Naval Air Training Command as a model because of its half century of proven effectiveness, the board outlined the goals and proposed the reorganization which the Secretary of the Navy approved and

ordered to be put into effect.

With the establishment of the Chief of Naval Training staff at NAS Pensacola on August 1 and the reduction of CNATra to a subordinate command no longer directly responsible to CNO, the aviation training structure began to assume its revised form. CNT has been built on the previous CNATra organization and has utilized the existing buildings, communications facilities and many of the personnel of that staff to achieve an economical and rapid changeover to the current structure. The Naval Air Basic Training Command, in turn, has been disestablished and its facilities and most of its personnel have become the new CNATra staff, with Rear Admiral John

Thomas, formerly CNABaTra, overseeing all naval flight training. The Naval Air Advanced Training Command, also slated for disestablishment, will continue to function in its present capacity until mid-September 1972 when CNATra will move his headquarters from Pensacola to Corpus Christi and all of the scheduled eight training air wings will have been commissioned.

The establishment of a single staff to coordinate all naval flight training through an air wing structure dovetails with CNATra's plans for single basing jet flight training. In time, prop, helo and NFO training will also benefit from this restructuring. Under this plan, a prospective pilot reporting to the school's command at Pensacola will be sent, following preflight, to NAS Sautley Field for primary flight training and then to one base for both basic and advanced training.

Two of the training air wings have already been commissioned: TraWing One at NAS Meridian and TraWing Two at NAS Kingsville. These are the first to be established in implementing the single-base concept for jet pilot training. The other six training air wings will be set up at each of the remaining major training bases by July 1972: NAS's Sautley Field, Whiting Field, Chase Field, Corpus Christi and Glynco. Training air wings will be major commands and assignments to these billets will be comparable to selection as commanding officer of an aircraft carrier, air station, or project manager of a major weapons system.

While the structure is thus visibly altered, the effect on Naval Air Training Command personnel and flight training programs is minimal, though certain benefits are expected to accrue from the reorganization. This is because the changes being made are principally of a supervisory nature and do not involve flying or operational changes.

Other significant changes in the command structure remove responsibility for supervision of aviation technical training and naval air reserve training from CNATra and place it under CNT. At the same time, CNATechTra has dropped an A to become CNTechTra. As Chief of Naval Technical Training, Rear Admiral Allen A. Bergner will assume responsibility for



all formal technical training in the Navy. In addition, he will direct and supervise all recruit and specialized training. Certain shore-based fleet schools and all fleet training, with the exception of afloat training, will be centrally monitored by CNTechTra. The Chief of Naval Technical Training has organized around the previous CNATechTra staff and facilities and will maintain headquarters at NAS Memphis.

The Naval Air Reserve Training Command also comes under the direct control of CNT and for the moment will not receive any organizational changes though a study examining the future of the naval reserve training structure is currently under review. Rear Admiral Howard Greer, as CNAResTra, will continue to be based at NAS Glenview.

A fourth major command has been created under the Chief of Naval Training, the Training Support Com-

Single base jet pilot training was signaled by commissioning of VT-19 and TraWing One with RAdm. John M. Thomas and Capt. W. P. Gatewood attending. However, the student syllabus will remain essentially the same.

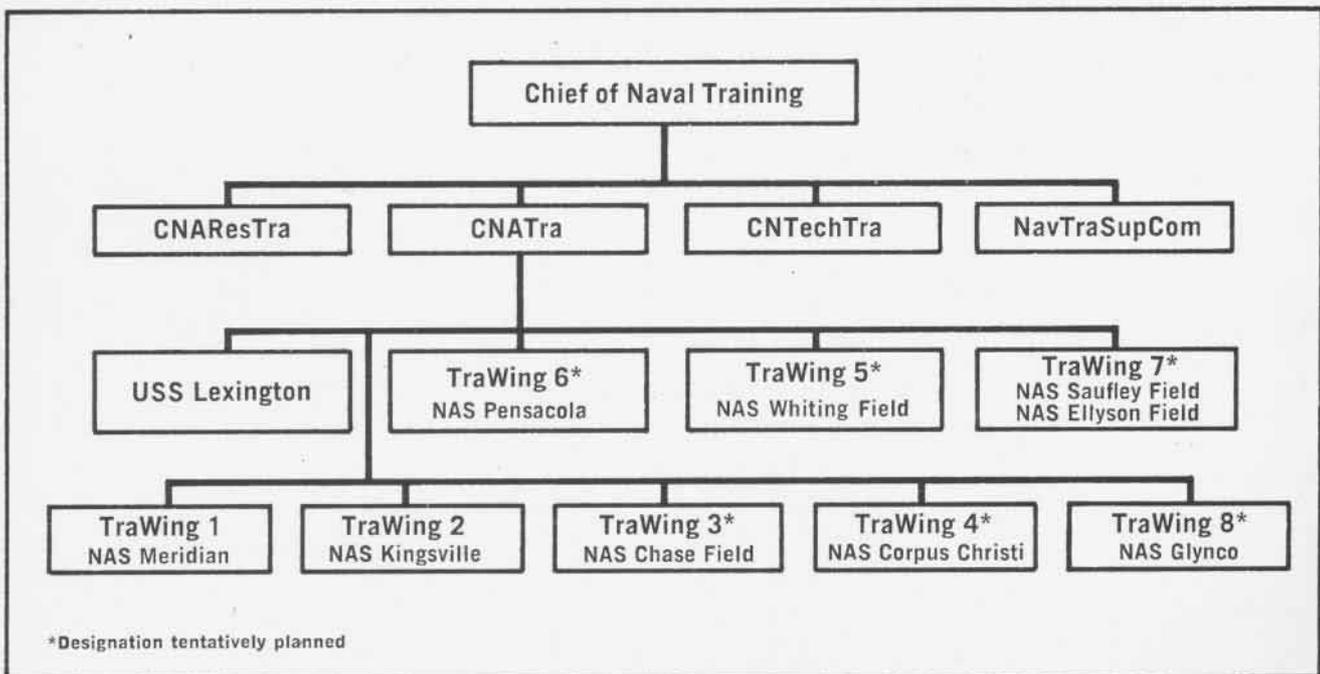




mand, formed from a major portion of the Pers C-4 branch of the Assistant Chief of Naval Personnel for Education and Training. This command has the mission of providing on-duty instruction in technical and professional subject areas not available at formal schools, and managing the Navy's advancement in rate program as well as providing publications, curricula and instructional media for all educational and training programs in the Navy. Planning calls for moving the Training Support Command from Washington, D.C., to another location in the summer of 1972.

Under the current schedule, all major changes in organization and location of commands will be completed by September 15, 1972, when CNAVAnTra is absorbed by CNATra. It is anticipated that this new organizational structure will not only prove to be more cost effective but will also improve the quality of training.

Under the new Naval Air Training Command organization, principal stages of flight training will now be supervised by training air wing commanders reporting to CNATra. Each TraWing commander will oversee the activities at one or more of the training command air stations.





Air Reserve First for CVSGR-80

A new feeling is turning up in the spirit of Naval Air Reservists these days—a feeling of assurance of a piece of the action. It is the feeling of trust which comes with the keys to the family car, the relish of becoming part of the big time. The Naval Air Reserve has now become an integral part of the fleet.

The introduction of the new Naval Air Reserve Force to fleet operations

By Lt. Clifford Hale, USNR

brought many of these feelings to the men of the squadron components which make up Carrier Antisubmarine Air Group Reserve Eighty (CVSGR-80). Their graduation was a two-week ASW operation aboard USS *Ticonderoga* off the California coast. Theirs was the first such

cruise since the remodeling of the Navy's Reserve program a little over a year ago.

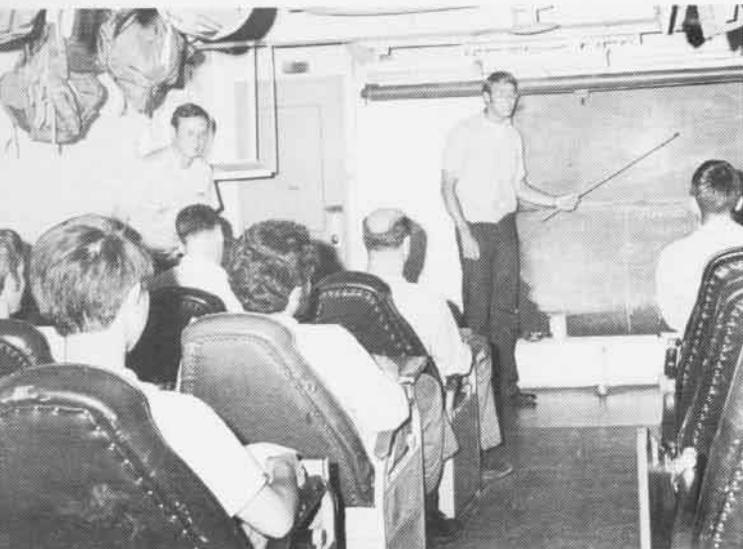
During the two weeks beginning July 26, 1971, all the components of CVSGR-80 met aboard *Tico*, the first time for such a unified Reserve air group training exercise at sea. For all but three of the 150 pilots and naval flight officers involved, carrier launch and landing was not a unique experience. Serving as a refresher following days of active duty, the more than 1,800 flight hours and nearly 1,500 landings logged (894 arrested, 603 by helicopter) emphasized the need for polishing performance during day and night carrier qualifications. Their proudest achievement was accident-free operations throughout the cruise. CVSGR-80 now has the E model of the S-2, including the latest ASW radars and sensors.

The real significance of this operation, which was followed by a re-run on USS *John F. Kennedy* off the East Coast some weeks later, was the qualification of each pilot in fleet type aircraft.

Under the former system many squadrons were not trained as squadrons. Rather, they trained as units or detachments, but their maintenance remained the function of the parent squadron. When activated in 1968,



S-2's of VS-81 sit on NAS North Island's parking ramp as *Ticonderoga* (CVS-14) steams past on her way to sea, top. Above, squadron enlisted crews receive a briefing on *Tico's* elevator.



many units had no crews to take along for keeping the aircraft in an "up" status.

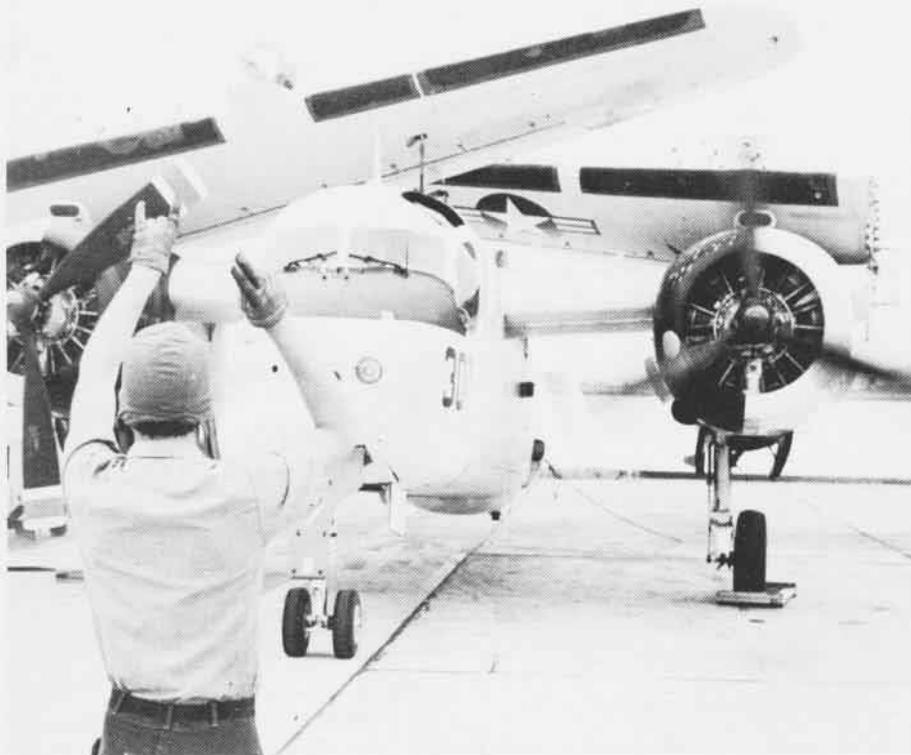
No longer are there units and detachments attached to each squadron within the Naval Air Reserve Force. All drill together, pilots and maintenance crews alike. Sharing a fleet naval air station, or co-location, means that the same up-to-date and expensive test bench and training equipment used by the fleet during the

week are waiting and ready for use on the weekend, operating seven days a week, training everyone to the same high readiness state. "Planning at all levels of command and support will include the Naval Reserve," is the word from the Chief of Naval Operations, Admiral Elmo R. Zumwalt, Jr. And it seems everyone has gotten the word.

Recently going through the throes of fund reductions and the paring of

active duty personnel, the Navy has taken a new look at the potential of the Naval Air Reserve and reasoned that it could call for the support it needs by taking advantage of its capable Reserve manpower.

Early this year, Adm. Zumwalt stressed the importance of placing more emphasis on the Naval Reserve, saying, "Our Ready Reserve represents not only fleet-trained manpower, but a wealth of diverse expertise



which cannot be purchased. These resources must be productively used, not only for contingencies, but as an integral part of the total force, now."

The training cruise of CVSGR-80, therefore, was the first practical operational look at just how qualified this representative portion of the Naval Air Reserve truly is. The comments were gratifying.

Rear Admiral C. J. Seiberlich, Commander, Antisubmarine Warfare Group Three, observing portions of the carrier operations, said, "I won't tell you I was surprised by the high level of performance which I saw aboard the *Ticonderoga* because I believed I would see just that."

Observing the second week of the exercise in greater depth was an Operational Readiness Inspection Team assigned from Commander Fleet Air San Diego. Its analysis of CVSGR-80 readiness was detailed and complete, and praised the professionalism of the Reserve team. Its grading, squadron by squadron, produced consecutive Excellents.

Commander T. A. Stanley commands CVSGR-80 and, therefore, the seven squadrons involved: VS-81, North Island; VS-82, Alameda; VS-83, Whidbey Island; HS-84, Im-



perial Beach; HS-85, Alameda; VSF-86, New Orleans; and VAW-88, North Island. Also reporting to CVSGR-80 for the *Tico* cruise was Intermediate Maintenance Support Unit 19G2, Alameda.

A Regular Navy officer, Cdr. Stanley uses his recent fleet experience to coordinate his air group's monthly Selected Reserve training with the activities of the fleet. In doing so, he reports not only to ComNavAiResFor

but also to ComNavAirPac.

In addition to becoming fully qualified and attaining a readiness status for carrier operations, the squadrons conducted a program approved by the air group commander to further improve their capabilities in antisubmarine warfare. Operating with the aid of the submarine USS *Harder* throughout four days of training, CVSGR-80 conducted both helicopter and fixed wing ASW tracking problems at sea.

Enlisted men of Alameda-based VS-82 receive aircrew training lecture while aboard Tico, top left. LCdr. John Mason, OinC of VS-83, studies his squadron's flight schedule, top center. An aviation machinist's mate of NAS Whidbey Island-based VS-83 signals a squadron pilot to start his second engine, far left. A VS-83 Tracker comes in for a landing aboard Ticonderoga, top right. Commander T. R. Kloves, VSF-86, in A-4, observes flight deck handlers move plane to hangar deck.





It was a first at the Nats when Dave Gray flew his radio-controlled helicopter, left. Laurie Frick, Miss Model Aviation, lends Dave Platt a hand with his model airplane, above. Bucky Servaites, the 1970 Grand National Champion, receives his trophy from Rear Admiral Howard E. Greer, CNAResTra, right. LCdr. A. F. J. Geimer watches his son, Tod, build a Delta Dart glider, lower left.



Rubber Bands to Rockets



Bucky Servaites, 30, Dayton, Ohio, is the Grand National Champion of the 40th National Model Airplane Meet. Servaites participated in nine of the 43 events offered at the National Model Airplane Championship. The veteran modeler outscored more than 1,500 competitors to take top honors.

Contestants from 37 states and two foreign countries flew airplanes of every type, shape and description at the meet held at NAS Glenview, Ill., in July. Scale models of gliders, control-line, radio-control, rocket and rubber band-powered planes were flown in the annual event, the "world series of model aviation."

Each year the Nats is sponsored by the Academy of Model Aeronautics, a nonprofit organization with a membership of more than 35,000. It has been hosted by the Navy for the past 24 years.

The Nats provides model airplane builders with an opportunity to prove their skill in building and flying model airplanes in professionally organized competition. By hosting the event, the Navy hopes to encourage youngsters to enter the field of aviation and possi-

bly make contributions that will benefit aviation science in the future.

Naval aircraft were flown from Glenview to alternate sites to make enough space available for the meet. Work benches and designated flying areas were prepared well in advance by station personnel. Navy men acted as officials, judges, timers, guides and hosts to the modelers and 40,000 spectators.

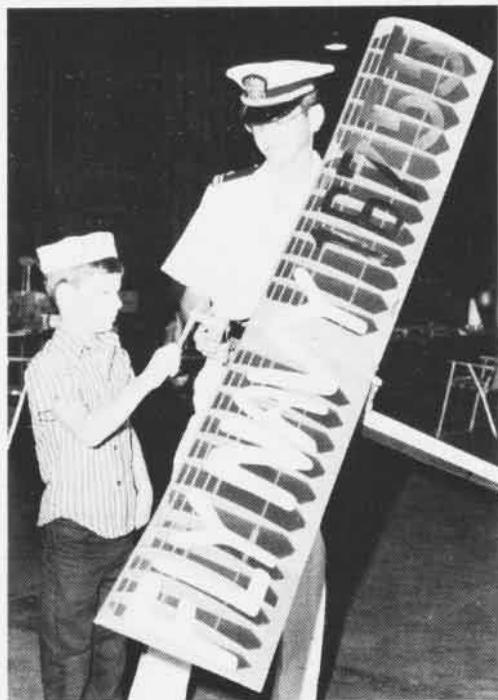
By the middle of the week, most contestants had adjusted to the "three-ring-circus" atmosphere. The constant drone of small engines could be heard during the day and often into the night as contestants feverishly prepared prize craft for competition.

If you looked closely, the glint of a tear might be seen in a contestant's eye following defeat or the loss of an airplane which probably took hundreds of hours to build. But, there were also tears of joy from a modeler who had won an event, culminating months of preparation.

To truly capture the feeling of the Nationals, one would have to be present throughout the week, for the Nats is the model meet.



Eric Dyer, 7, hand launches his glider in photo above left. Lt. Malvin Meader adjusts his World War II Spitfire, above right. Campsite of model aviators is pictured above. Dr. Don Coleman's aircraft is checked by PO3 Mark Kell, below. Tony Platt, 8, discusses model aviation with Ltjg. Nick Jones, lower right.





FitWing One Established at NAS Oceana

NORFOLK, Va.—Fighter planes of the Atlantic Fleet Naval Air Force came under one centralized command July 16 when Fighter Wing One (FitWing-1) was commissioned at NAS Oceana.

Captain Eugene Bezore is the first commanding officer of the 12-squadron wing which will be based at Oceana.

The specialized wing concept came into being in order to coordinate material support for the fighter squadrons. Commander, Fleet Air Norfolk has been absorbed within Commander Naval Air Force, U.S. Atlantic Fleet and its fighter squadrons transferred to FitWing-1. Operational control of

the fighter squadrons, except for brief periods, will remain with the attack carrier air wing commander.

The establishment of Fighter Wing One continues the program currently under way in the Atlantic Fleet to change from fleet air commands to wing commands. The first wing command established was Light Attack Wing One at Cecil Field, Fla.

Wing commands have proved beneficial to the fleet by specializing command of all aircraft performing a certain mission and providing operationally ready squadrons to operating forces. The wings also supervise training during periods when squadrons are not deployed.

Rear Admiral Matter is New Gray Eagle

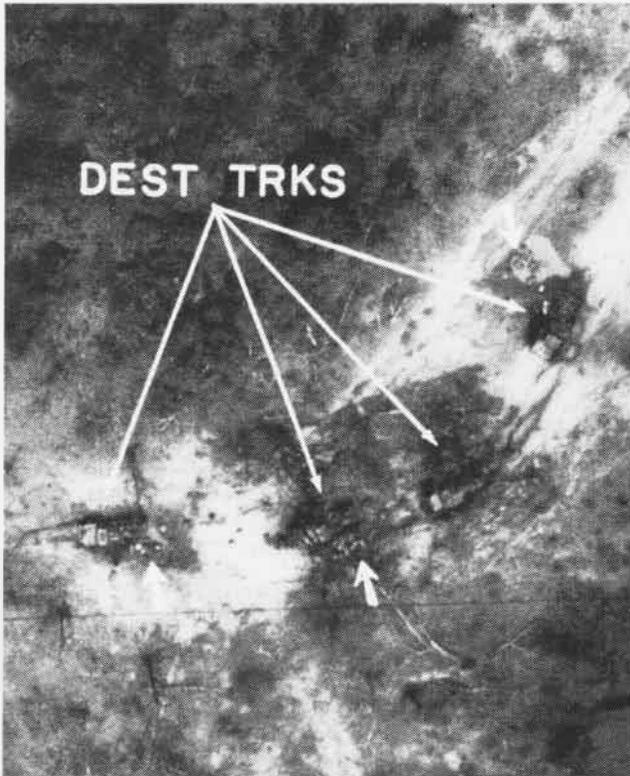
WASHINGTON, D.C.—In a ceremony at the Navy Yard on July 31, Rear Admiral Alfred R. Matter, Commandant, 12th Naval District, became the most senior designated Naval Aviator on active duty. He accepted



Adm. Matter accepts trophy from Adm. Koch.

the Gray Eagle Trophy from retiring Rear Admiral George P. Koch, Commandant, Naval District Washington, whose retirement was a part of the same ceremony.

RAdm. Matter was designated a Naval Aviator on December 18, 1935.



The aerial reconnaissance photograph, above, of the Ho Chi Minh Trail in Laos shows four enemy trucks which were destroyed in mid-May by Navy planes on interdiction missions against supplies destined for enemy troops in Laos, Cambodia and the Republic of Viet-



nam. Other arrows in the photograph point to 55-gallon drums. Photograph at right, taken in early June, shows that the four trucks have been moved off the road by the enemy. Note the marks which indicate that they probably were dragged off the road sideways.



THE SELECTED AIR RESERVE

Readiness

During the early summer, HS-74, home-based at NARTD Quonset Point, R.I., deployed aboard America (CVA-66) to participate in operational readiness exercises as part of CVA day and night operations. HS-74 is composed of 24 officers, 146 enlisted men and eight SH-3A's under the command of Commander William H. Shaughnessy.

VA-305 Deployment

The job of landing seven tons of supersonic jet aircraft on the short flight deck of a bobbing aircraft carrier should seem tough for pilots who fly for only six days each month, but Reservists of Attack Squadron 305 landed their A-4 *Skyhawks* flawlessly 274 times in a single day aboard USS *Coral Sea*.

The carquals climaxed a two-week active duty cruise. "It gave our pilots and maintenance crews an opportunity to prepare for an upcoming shipboard deployment involving seven different Reserve squadrons," explained LCdr. J. H. Carnefix, officer in charge.

Reserve Carrier Air Wing 30, whose squadrons are based at San Diego, Point Mugu, Miramar, and Alameda,

deployed aboard an aircraft carrier in the Pacific for two-weeks' active duty with the Regular Navy. Each of its squadrons were carrier-qualified in preparation for the deployment.

The squadrons flew regular carrier operations including photographic missions, fighter support, and inert ordnance air strikes.

Pilots of VA-305 made a combined total of 1,211 simulated carrier landings during bounce exercises at Point Mugu in preparation for carquals.

New NARDiv

Naval Air Reserve Division Albuquerque has become the newest addition to NAS Dallas' "far reaching" command. Like NARTD Denver, the Albuquerque unit is now under Dallas control.

According to Commander Lyn Bauer, officer in charge of the newly formed unit, "This is the first NARDiv to be established in support of an operational Regular Navy organization — the Naval Weapons Evaluation Facility aboard Kirtland AFB."

To help get the new NARDiv off to a flying start, three NAS recruiters, YNCM James C. Estes, PN1 Earl Richard and YN2 David Drabek, spent ten days in Albuquerque contacting Naval Air veterans.

Marines Carqual

Pilots of the 4th Marine Aircraft Wing added a "new dimension to Naval Aviation" August 3-5 when they qualified in A-4L's aboard *Independence* off the Virginia coast in the first carrier qualifications for the Marine Air Reserve.

Led by Brigadier General Jay W. Hubbard, Commanding General, 4th Marine Aircraft Wing/Marine Air Reserve Training Command, four active duty and 20 Reserve pilots operated aboard *Indy* as part of efforts to qualify the 4th MAW as an active duty wing.

Reserve pilots came from VMA-142, Jacksonville, Fla., the host squadron, commanded by Lt. Col. W. J. Bryson III; VMA-133, Alameda, Calif.; and VMA-134, El Toro, Calif. The LSO was a Reservist, Major Joe Baldwin, VMA-133.

Major Brooks C. Dyer, VMA-142, made Marine Air Reserve history as his aircraft touched the carrier deck the afternoon of August 4 and he be-

came the first Marine Air Reserve aviator not on active duty to become qualified in jet carrier landings. Qualifications included two touch-and-go landings on the flight deck and six arrested landings and catapult launches.

The next day there was a ceiling of 400-700 feet and 1 to 3 miles visibility. With the majority of the group still to qualify, military and FAA radar in Norfolk coordinated departures and returns out of NAS Norfolk with such precision that the squadron never missed an overhead time. Most qualifications were accomplished in a single day.

So professional was the operation that Rear Admiral William Houser, Commander, Carrier Division Two, said it had "added a new dimension to Naval Aviation."

Air Groups Train

Squadrons of Carrier Antisubmarine Air Group Reserve 70 participated in their annual two weeks of active duty training aboard USS *Wasp* (CVS-18) August 16-26, 1971.

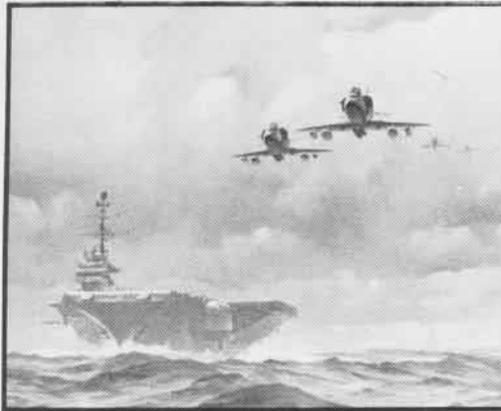
CVSGR-70, led by Commander T. H. Califf, USN, the Air Group Commander, is composed of seven squadrons: VS-71, VS-73 and HS-75, Lakehurst, N.J.; VS-72 and VAW-78, Norfolk, Va.; HS-74, Quonset Point, R.I.; and VSF-76, New Orleans, La.

Captain Richard G. Altman, Deputy Chief of Naval Air Reserve, was aboard *Wasp* to observe the performance of the air group. Also observing was Captain John Bell, a representative of Commander, Naval Air Forces Atlantic. Rear Admiral Tazewell T. Shepard, Commander, Antisubmarine Warfare Group Two, embarked on *Wasp* as exercise evaluator.

The Reserve destroyers *Compton* (DD-703), *H.R. Dickson* (DD-708), *Purdy* (DD-734) and the submarine *Tiru* (SS-416) also participated in the exercises.

The air group began its at-sea period with two days of takeoffs, landings and various exercises and drills to sharpen its skills in preparation for an ORI.

CVSGR-70's cruise was but one of four similar Reserve cruises. CVWR-20 left Jacksonville, Fla., for an East Coast cruise aboard *John F. Kennedy* (CVA-67). West Coast cruises were made by CVWR-30, aboard *Coral Sea* (CVA-43) and CVSGR-80 on *Ticonderoga* (CVS-14) (see page 25).



at Sea with the Carriers

PACIFIC FLEET

Enterprise (CVAN-65)

The celebration that followed *Enterprise's* 111,000th arrested landing was as much for a safe landing as for a record landing. It was a troubled A-6 of VA-196 which touched down, piloted by LCdr. William J. Dooley with Ltjg. Robert B. Davis as B/N. The plane had lost oil pressure shortly after takeoff and the pilot jettisoned the bombs. But the plane landed safely as the counter called out the 111,000 arrested landing.

Eleven days later, Lt. George W. Kraus and RIO Ltjg. Richard E. Lifer brought an F-4J in for the 112,000th arrested landing. Both records were marked during the first line period of the carrier's fifth WestPac deployment.

During the same period, CVAN-65 and four other ships, *Edson* (DD-946), *Evans* (DE-1023), *Niagara Falls* (AFS-3) and *Sacramento* (AOE-1), were involved in a simultaneous underway and vertical replenishment. During the vertrep from *Sacramento*, a 90-ton-per-hour rate of cargo transfer was achieved.

Ticonderoga (CVS-14)

Ticonderoga, under the command of Captain Edward A. Boyd, returned to San Diego in July after a four-month deployment that took her into the Indian Ocean and as far north as the Bering Sea. During this first deployment since her conversion to an ASW support carrier in 1970, *Tico* conducted exercises over a wide area of the Pacific and under varying cli-

matic conditions. She also participated in a joint exercise with the Japanese Maritime Self-Defense Force.

The 27-year-old carrier is the flagship of Rear Admiral James C. Longino, Jr., Commander, ASW Group Three. She is the only ASW carrier presently on active duty in the Pacific Fleet and will soon redeploy to WestPac after a short period of leave and upkeep in her home port.

Midway (CVA-41)

Command of *Midway* passed from Captain Eugene J. Carroll, Jr., to Captain William L. Harris, Jr., while the carrier was deployed to Yankee Station. Capt. Carroll, who commanded *Midway* for nearly two years, has reported to Commander in Chief, U.S. Naval Forces, Europe, for staff duty. Capt. Harris came from duty as force readiness officer for Commander, Naval Air Forces, Pacific Fleet.

Kitty Hawk (CVA-63)

During VA-195's tour aboard *Kitty Hawk*, it compiled a deployment record of over 6,200 flight hours in A-7E *Corsair II's*, more than 2,000 of them at night; 9,427 tons of bombs dropped; 2,929 arrested landings, 906 at night; no combat losses during the ninth-month cruise; and over 1,430 combat hours in support of the South Vietnamese Lam Son 719 offensive.

Twenty young men, 14 to 19 years old, sons of crew members, visited on board *Kitty Hawk* to observe Navy life at sea for the last few days of the carrier's return trip to San Diego from her WestPac deployment. The youths embarked when CVA-63 made a brief stopover in Pearl Harbor

on her way home. Commanding Officer Captain Owen H. Oberg conceived the idea which was then approved by CNO.

For the men of *Kitty Hawk* the achievement that stands out from all the records established during her deployment is that not one man was lost in combat operations.

Constellation (CVA-64)

The first fully automatic carrier landing of an F-4B on board *Constellation* was made by LCdr. Gene Tucker. It was followed by a "no hands" landing of an A-7 by Lt. Warren B. Christie during operations off the California coast.

Seventy-six members of CVA-64 were officially recognized for their individual achievements and actions. The awards and recognition ceremonies included re-enlistment of six sailors, presentation of medals and awards to 21 who had earned special recognition, and advancements for 59 others.

Mr. Gene E. Swain of the Naval Reserve Surface Division in Huntington, W. Va., saw his wish come true when he joined his son, PO3 Randy Swain, on board *Constellation* in San Diego. Mr. Swain asked to serve his two weeks' active duty aboard the carrier. Since most personnel in his area are assigned to East Coast units, he offered to pay his own expenses and soon had his orders.

Oriskany (CVA-34)

With jets taking off and returning from air combat, the crewmen of *Oriskany* still managed to respond to a telethon program on behalf of the son

of Mr. and Mrs. Henry E. Boone of Victoria, Texas, who needs a kidney transplant if he is to survive. In three and one-half hours, the crew contributed \$4,417.16 to the fund. The telethon wound up a three-day "Happiness for Henry" campaign with a final tally of \$7,533 for the infant.

ATLANTIC FLEET

Wasp (CVS-18)

Vice Admiral F. G. Bennett, ComASWForLant, visited *Wasp* twice to observe her participation in Operation *Squeezeplay I* near Bermuda. The operation also involved destroyers and long-range patrol aircraft conducting ASW exercises.

From the flight deck of *Wasp*, Frank H. Snyder watched his son, Commander Ned C. Snyder, lead the squadrons of CVSG-54 aboard the carrier shortly after she reached the high seas off NAS Quonset Point. Mr. Snyder was the guest of Captain Kenneth H. Lyons, commanding officer. His visit ended as he was catapulted off the flight deck in a COD on his way back to NAS Norfolk.

Forrestal (CVA-59)

Following a Mediterranean deployment, *Forrestal* is at the Norfolk Naval Shipyard, Portsmouth, Va., for a ten-month overhaul. About 20 percent of the ship's crew has been assigned to shipyard work.

Quonset Point HS-3 returned to its homeport at the end of its cruise on board *Forrestal*. During its deployment, four HS-3 crews were cited and decorated by the Secretary of the Navy for rescuing 20 persons from the foundering ore ship, *SS Flamingo*, 100 miles east of Sicily.

John F. Kennedy (CVA-67)

The men in the television studio of *Kennedy* are making things more pleasant for the crews of over 110 ships in the Second and Sixth Fleets. They supply U.S. Navy vessels in the Atlantic and Med with tapes of different kinds of music including Country and Western, Rock, Popular, Easy Listening and Golden Oldies of the '50s. For some reason, the Oldies seem to be the most popular.

Shangri-La (CVS-38)



USS *Shangri-La* (CVS-38), the *Tokyo Express* of WW II, was decommissioned July 30, 1971, at the South Boston Annex of the Boston Naval Shipyard.

Principal speaker at the pierside ceremony was Rear Admiral Robert P. Coogan, Director, Aviation Programs Division, DCNO (Air Warfare). RAdm. Coogan was commanding officer of *Shangri-La* from September 1967 to October 1968.

The decommissioning ceremony marked the third time *Shangri-La* has been "laid to rest" during her more than 27 years of service.

The 40,000-ton aircraft carrier was commissioned a U.S. Navy man-of-war on September 15, 1944. She was, however, born in the minds of the American people more than two years earlier.

It was in April 1942, when America was still reeling from the disastrous attack on Pearl Harbor, that the nation's spirits were buoyed by a dramatic raid on Tokyo by a group of Army bombers led by Lt. Col. James H. Doolittle. The planes took off from USS *Hornet*, but security led President Franklin D. Roosevelt to announce that the raid originated in "Shangri-La," the mythical mountain retreat of James Hilton's *Lost Horizon*.

During July 1943, the U.S. Treasury held a special drive to raise \$131 million for construction of an aircraft carrier to be named *Shangri-La*. Its aircraft would re-bomb Tokyo and avenge the execution of Jimmy Doolittle's captured aviators. The American people responded, buying more than \$900 million of war bonds and stamps during the drive. Launched February

2, 1944, she was christened by Mrs. Doolittle at the Norfolk Navy Yard.

Following her commissioning, *Shangri-La* was assigned to the Pacific and quickly proved herself a worthy successor to *Hornet* as she launched raids against Japanese ships and industrial targets. Her almost continuous air strikes during July and August of 1945 earned her the nickname *Tokyo Express*.

Shangri-La took part in the first atomic bomb test at Bikini Atoll in 1946 and in November 1947 was decommissioned and placed in the reserve fleet.

Reactivated in May 1951 for operations in the Atlantic, she was decommissioned again in November 1952 for a two-year period of modernization at Bremerton, Wash.

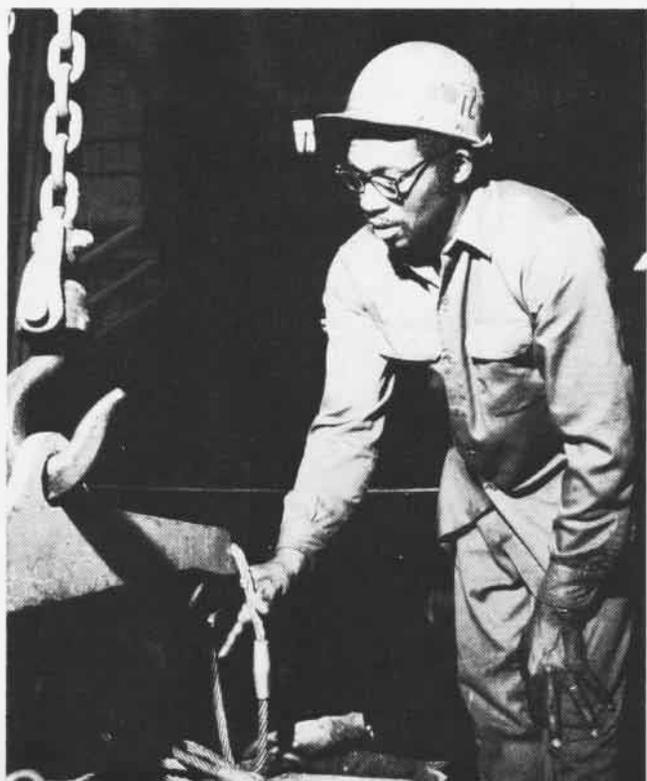
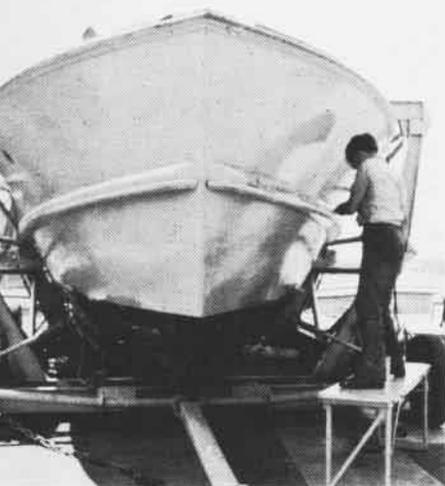
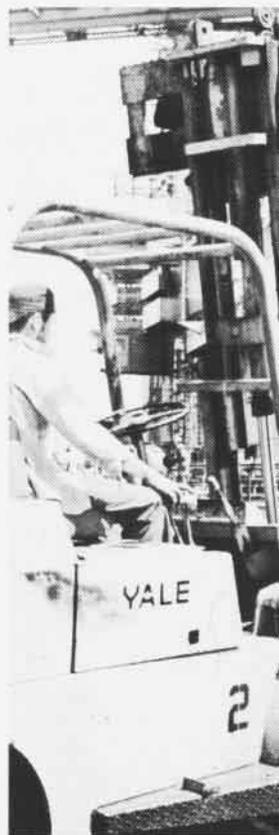
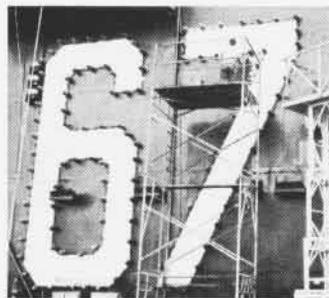
Emerging from the shipyard in 1955, *Shangri-La* was one of the most modern aircraft carriers in the Navy. Alterations such as twin catapults and an angled flight deck made her a working prototype for the super carriers the Navy was developing.

In 1960 *Shangri-La* was transferred to the Atlantic Fleet and her new homeport at Mayport, Fla., where she served with the Second Fleet.

She began her final deployment on March 5, 1970, when she left Mayport to return to WestPac—where she had won her first battle ribbons. She achieved an enviable record on Yankee Station, operating for seven consecutive months in support of American forces in Vietnam and earning an MUC. She returned to Mayport on December 17, 1970.

Later this year she will be towed to Bayonne, N.J., to join other members of the reserve fleet anchored there.

An



RAV for Kennedy

The Sea of Crete may seem a far cry from Portsmouth, Va., but the planners of USS *John F. Kennedy's* Restricted Availability (RAV) were already hard at work on the project — still six months and 5,000 miles away.

RAV periods, as many *Kennedy* men learned, can be every bit as challenging as at-sea operations and they require a whole new and different set of skills.

An RAV period differs entirely from a ship's regular overhaul. It is a "tune-up" instead of a "major overhaul;" therefore the ship is available to the fleet on a restricted basis. Because it is a tune-up, the RAV normally lasts only two months as compared to a year for major overhaul.



Though not scheduled to enter the yards until June and involved in a busy Med operating schedule, the *Kennedy* men planned a work request for Commander, Naval Air Forces, Atlantic. By mid-February, department RAV coordinators had been appointed and a ship's force material list was on its way to AirLant.

AX2 A. F. Drant played a major role in the preyard planning. He left *Kennedy* in Barcelona and flew back to the Portsmouth Naval Shipyard. There he coordinated the receipt of over 1,500 items — all necessary for the overhaul of pumps, valves, electronic equipment, catapults, etc.

Responsible for initiating and following through on the preplanning stages was *Kennedy's* director of the management control information center (MCIC). (Later, the same center monitored the progress and quality of the work. Weekly reports were submitted to MCIC from all departments on the progress made by the ship's work force and shipyard workers.)

On March 1, *Kennedy* berthed at Pier 12 in Norfolk and, almost immediately, 30 shipyard employees came aboard to inspect. Their job was to "scope-out" the jobs — glean information on materials, design data, cost, time and manpower estimates.

On Friday, May 21, *Kennedy* sailed down the Elizabeth River to Portsmouth. At an arrival conference the work list, scheduling, material problems and shipyard regulations were discussed. Perhaps more important was the opportunity for ship's officers to meet yard personnel. Good relations on this level proved to be a key factor in the success of the RAV.

May 22 was the first day in what would turn out to be nearly 80,000 man-days of work during *Kennedy's* 1971 RAV period.

Eight weeks later, on July 22, Commander H. N. Osborn, shipyard liaison officer, reported to *Kennedy's* commanding officer that shipyard per-

sonnel had completed almost 40,000 man-days of work during the period. There was an average of 700 shipyard personnel aboard every day.

The same day, Commander J. F. Tully, ship's force work coordinator, reported to the commanding officer, Captain F. B. Koch, that about 900 *Kennedy* sailors had completed roughly the same number of man-days of work in the same period.

Department heads were responsible for all work done in their departments and for signing off completed yard work. They designated a department RAV officer (lieutenant or above) and saw that inspectors (CPO's or POI's) were assigned to all jobs in their departments. The same breakdown of responsibility was accomplished on the division level.

Besides the usual overhaul of the ship's systems — radar, catapults, weapons, elevators — there were some innovations.

One is the new tactical satellite communication system which will permit *Kennedy* to communicate with Norfolk instantaneously from the Mediterranean.

In the area of habitability, Capt. Koch initiated an imaginative work program during the RAV. This included items like fire-resistant curtains for each bunk.

The crew's mess decks were restyled in a more informal layout. Fire-resistant draperies were hung around entire bulkheads of the messing area and the overheads were painted black to disguise piping and air ducts. Wood-grained paneling was installed in the chiefs' and officers' mess areas.

This is where the ship's force was used to help reduce the cost of the program.

As a result of the 1971 RAV, the Sea of Crete is no longer a "far cry" from Portsmouth — now only a second away via satellite. And the next deployment should not only be safe and efficient, but also more comfortable.

By SA Rod Coggin



NAS Oceana

A Wasteland No More

It started as 329 acres of swampy wasteland and grew to an 8,000-acre estate worth more than 90 million dollars.

Naval Air Station Oceana, Virginia Beach, Va., is now a complex of over seven miles of runways and the most modern support equipment. The air station has an annual payroll exceeding \$53 million and a total Navy com-

munity, including dependents, of 22,000.

With the longest runways in the Tidewater area, NAS Oceana is capable of handling emergency traffic during periods of extremely bad weather and, at times, has been the only field open between Charleston, S.C., and Dover, Del.

As a major jet base, the air station

is the home of 19 fighter and attack squadrons flying the Navy's most advanced aircraft. Flying the F-4B are VF's 11, 14, 32 and 74; F-4J's are flown by VF's 31, 33, 41, 84, 102 and 103; VF-101, the East Coast F-4 RAG squadron, has the F-4B, F-4J, A-4E and TA-4F.

Flying the A-6A are VA's 65 and 176; with VA-34 flying the A-6A and

A-6B; VA-35, the A-6A, A-6C and KA-6D; VA-85, the A-6A and KA-6D; and VA-75, the A-6A, A-6B and KA-6D. VA-43, which provides instrument training for Atlantic Fleet pilots, has the TA-4F and TA-4J; and VA-42, the A-6 RAG squadron, utilizes the A-6A, A-6B and TC-4C (see page 8, this issue).

Also based at NAS Oceana is VC-2, flying the A-4E and US-2A, and VC-4 with the US-2C. VX-5 Det Oceana flies the A-6A.

Also at Oceana is the newly established Fighter Wing One staff which is tasked with supporting the fighter squadrons while they are home-based.

Thirty-one years ago, the area NAS Oceana now occupies was a waterlogged tangle of vegetation. It lay in an almost inaccessible area, too far from Norfolk for commercial use and too far from the Atlantic Ocean for the Navy. On November 25, 1940, however, the U.S. Government purchased the original acreage for a small outlying airfield to accommodate expanding Naval Aviation training requirements.

The following month, construction was started on 2,500-foot runways which were completed a year later. After the devastating attack on Pearl Harbor, construction was immediately started on two 6,000-foot runways.

During this period, there were no station personnel assigned to the field, and administrative authority was delegated to the senior squadron commander present. The following year, however, a chief and 12 men were ordered to Oceana to care for the station's equipment.

From its inception, the auxiliary field to Norfolk's Navy complex continued to grow. Late in 1942, the commanding officer of NAS Norfolk suggested that Outlying Landing Field Oceana be expanded and, in January 1943, almost \$3 million was released for construction at the site. The following month, command of Oceana was transferred to Naval Air Center, Hampton Roads, Va., and the field was closed to begin the construction. With the expansion came the assignment of 160 officers and 800 enlisted men, new, longer runways, and upgrading to a naval auxiliary air station.

On August 17, 1943, NAAS Oceana

was commissioned with Lt. Jesse A. Fairley as officer in charge.

Although Oceana's expansion was intended to provide facilities for Army fighter squadrons, the Bureau of Aeronautics saw a need for the location for use by three Navy squadrons with 64 aircraft. On January 16, 1944, Air Group 13 reported aboard and, on March 9, Oceana received its first C.O.—Commander F. E. Deam.

By 1945 the air station was booming with activity and the crowded facility was experiencing rapid growth. A historical report indicates that "the number of aircraft and officers aboard has more than tripled during the past year, while the number of enlisted men has doubled, and the major building program is approaching completion."

During that year, Oceana expanded from a three-squadron to an eight-squadron station and, through 1949, it supported two large air groups and one fleet aircraft service squadron, with an average of 2,030 officers and men aboard.

Développement as a major jet field—which included extending the runways another 2,000 feet—began in September 1950 and the field was closed for major construction. Oceana was to

be the first Navy airfield developed to such an extent to facilitate jet aircraft operations.

Through the postwar years, the little station that started in an inaccessible area continued to grow and, by 1952, the auxiliary air station had become too large to continue as a subordinate to other stations in the area. On April 1, 1952, the Secretary of the Navy changed the designation to Naval Air Station Oceana, with Captain Whitmore S. Butts in command.

Later that year, ground was broken for the relocation of most of Oceana's facilities to the south side of the field. It was the beginning of the end for the old North Station. Today, all that remains are the CPO and Acey-Deucey Clubs, the Sky-Divers' Club and a no longer needed, weed-choked ramp area.

With the introduction of jets into the Navy's arsenal, Oceana's isolated location and long runways made it well suited for servicing these advanced aircraft and it became the center of jet traffic in the Tidewater area.

Construction of South Station was completed in 1958, but Oceana continued its growing process. When the Navy began using high performance



F-4J flies over Oceana, opposite. Above is what the air station looked like at its birth.



A liquid oxygen container gets a refill before being placed in an F-4 Phantom II at NAS Oceana, above. An F9F-5 Panther sits near station's wooden-structured control tower of the early 1950's, below left. The naval air station's present tower is dated by modern planes, below.

jets, Oceana's ideal location and facilities became the home of the Navy's most advanced aircraft.

Oceana was chosen as the East Coast home for the *Phantom* and the *Intruder*, the Navy's fastest fighter and most advanced attack aircraft, respectively, through a base-loading program under which certain air stations were made home base for only one or two types of aircraft.

At noon on April 26, 1961, an F4H-1 piloted by Commander G. G. O'Rourke touched down at Oceana, marking the introduction of the *Phantom* to the East Coast for fleet training and operations.

The A-6A followed two years later when it was first accepted for squadron use at an NAS Oceana ceremony February 1, 1963, by Vice Admiral Frank O'Beirne, Commander, Naval Air Force, Atlantic Fleet. VA-42 became the Navy's first squadron to receive the *Intruder*.

Oceana squadrons have been participating in the Vietnam War since early 1965. For the fighter squadrons flying the supersonic *Phantom II* into combat was a repeat performance of what other squadrons had done before them. But for the pilots and crewmen of VA-75 taking their new A-6 *In-*



NAS Oceana's airfield went unnamed until June 4, 1957, when it was dedicated in honor of the late Vice Admiral Apollo Soucek.

VAdm. Soucek was noted for setting world altitude records for both land and seaplanes in 1929-30 while assigned to the Bureau of Aeronautics.

On May 8, 1929, the then Lt. Soucek, flying a Wright *Apache* equipped with a 425-hp Pratt & Whitney *Wasp* engine, reached 39,140 feet to set an altitude record for Class C land planes. Less than a month later, on June 4, Soucek flew the same plane, equipped with a single float, to 38,560 feet to set a new record for Class C seaplanes.

A year later, on June 4, 1930, Lt. Soucek set out to regain the land plane altitude record which had been broken by a German. Flying an *Apache*, this time with a 450-hp engine, Soucek reached 43,166 feet, bettering the German record by more than 1,000 feet.

Apollo Soucek graduated from the Naval Academy in June 1921 and was



Lt. Soucek in his altitude-setting Apache.

designated a Naval Aviator in October 1924 after flight training at NAS Pensacola. In December of that year, he reported to Observation Squadron Two as assistant flight officer and the following year served as assistant navigator of Observation Squadron One aboard USS *Maryland* (BB-46). He then served a short tour at the Naval Aircraft Factory,

Philadelphia, Pa., before being assigned to the Power Plant Design Section of BuAer in mid-1927. It was during this tour that he set the world altitude records.

Soucek had a variety of tours during the following years. He was executive officer of USS *Hornet* (CV-8) when the carrier was lost in the Battle of Santa Cruz on October 26, 1942. Subsequent duty included Deputy CNATra, C.O. of USS *F. D. Roosevelt* (CVA-42), ComCarDiv-14 and C.O. of NATC Patuxent River, Md.

In April 1949, he became Director of the Aviation Plans and Programs Division in the Office of the Deputy Chief of Naval Operations (Air). He assumed command of Carrier Division Three in February 1952 and planned and directed sea and air operations against enemy forces during the Korean War as CTF 77.

He was appointed Chief of BuAer on June 18, 1953, and served in that capacity until he was hospitalized in February 1955 and transferred to the retired list on July 1. He died later that month.

truder into combat was a Navy first. The aircraft, packed with ultra-modern, computerized guidance systems, had never before been subjected to the conditions of wartime flying.

VA-75, under the command of Commander L. A. "Swoose" Sneed, introduced the new plane to the enemy by bombing strategic targets in the war zone. *Intruder* pilots also made the first attack on North Vietnam's Russian-built, surface-to-air (SAM) missile sites.

When the *Sunday Punchers* returned to Oceana, VA-85 left for the West Coast to go aboard *Kitty Hawk*. The reason for sending another A-6 squadron to Vietnam was to keep *Intruders* in the air, providing a guidance system which could lead other planes through the adverse weather frequently encountered during Southeast Asian monsoons. This was later to become known as "buddy bombing."

During VA-85's deployment, however, the *Intruder* came under heavy attacks by the enemy and a number of the squadron's planes were destroyed. Midway through the deployment, the Defense Department looked grimly at the *Intruder* program and expressed financial pain each time one of the \$3.5 million aircraft was downed.

VA-85 answered Washington's displeasure by developing new tactics for

the aircraft and again making it a first-line plane that seldom misses its target. The squadron returned from Vietnam after eight months with fewer planes but a new flying doctrine for the *Intruder* and an impressive record of accomplishments.

The next Oceana attack squadron to deploy to Vietnam was VA-65, operating from *Constellation*. Using the knowledge gained and the tactics developed by the *Black Falcons* of VA-85, VA-65 maintained an excellent combat record throughout the *Tigers'* deployment.



Ground crewman moves his yellow gear into position to take an A-4 in tow at Oceana.

Admiral Thomas H. Moorer, as Commander in Chief, U.S. Atlantic Fleet, said, "All Atlantic Fleet carriers will see duty with the U.S. Seventh Fleet off Vietnam." And, since most of the carriers had air wings embarked which included Oceana squadrons, the naval air station was long represented in the American effort in Southeast Asia and in the many deployments Oceana squadrons made to the Mediterranean.

NAS Oceana's construction program continued throughout the 1960's. It included modernization of some facilities as well as new construction.

On February 1, 1968, VA-42 again was the first squadron to receive a new aircraft, taking delivery of the first fleet TC-4C *Gulfstream*. Later that year, E-28 bi-directional arresting gear was installed, and the Nuclear Weapons Loading School was opened.

In mid-1969, the headquarters of Commander Fleet Air, Norfolk was moved to NAS Oceana where it remained until June 30, 1971, when it was disestablished and its mission incorporated into the NavAirLant staff.

As NAS Oceana enters the decade of the 70's, the tempo of operations continues to increase. During peak periods of training, an aircraft takes off from the duty runway every 1.8 minutes.

This is NAS Oceana today.

Letters

Nostalgia

I would like to elaborate on Mr. McDonell's article about Moffett Field in the March 1971 issue of *NA News*, specifically about Composite Squadron Three (VC-3) — one of the tenant activities at Moffett Field during the 1950's.

From October 1949 until sometime after 1954, VC-3 was one of the major contributors to the Moffett Field naval aviation business.

As a former aviation storekeeper in VC-3, I recall that the squadron had about a thousand officers and men and an aircraft population of SNB, F6F, TBM, AD, F3D, F2H and F9F — upwards of 50. The squadron administrative, support, maintenance, and operational offices and facilities were headquartered in the south half of Hangar #1.

Among my memories is my first re-enlistment oath in Hangar #1. That re-enlistment oath was administered in November 1952 by the commanding officer of VC-3, then Commander, now Vice Admiral D. H. Guinn, our current Chief of Naval Personnel. Also, working in the ready issue store in Hangar #1, supporting those VC-3 aircraft, was a second boss, the naval air station supply officer, then Commander, now Rear Admiral K. R. Wheeler, our current Commander, Naval Supply Systems Command.

VC-3 touched the lives of many, civilian and military, but especially as a trainer and provider of aircraft and fighter pilots and support personnel aboard each aircraft carrier that participated in the Korean War.

R. W. Jones, LCdr., SC
Supply Dept.
NAS Miramar, Calif. 92145

Record?

Although I haven't seen a record claim for strike radius by carrier-based aircraft, I would be interested in knowing if you have records in this regard.

My interest stems from my belief that I've flown the longest radius (straight line) over-water flight in a single engine turbojet aircraft. On February 10, 1960, my wingman, Lt. R. L. Grant (now commander), and I flew an 825-mile-radius mission from *Ranger*, delivering a shape on Kahoolawe Island, Hawaii, and returning aboard after 4.2 hours in A4D-2 *Skyhawks*. We air-refueled from squadron aircraft with buddy



In July, Mr. Nelson Bond, communications management specialist with the Defense Communications Agency and WW I Naval Aviator #1345, celebrated his 75th birthday. Among the guests attending the festivities was the Honorable John Warner, UnderSecNav.

stores, at 500 miles outbound. We were in VA-93, the *Blue Blazer* squadron, commanded by Commander E. W. Gendron (now captain).

R. N. McDowell, LCdr.
Staff, ComServPac, Box 42
FPO San Francisco, Calif. 96610

Bearcat

As an old reader of *Naval Aviation News*, I have every issue back to December 1960. I would like to congratulate you on the cover of the May 1971 issue. I collect patches and this cover was great. The inside back cover of each issue is also a great help to me in my hobby.

I am also doing research on the Grumman F8F *Bearcat* and would like to hear from anyone with photos, negatives, slides or firsthand information about the F8F and its use in the fleet.

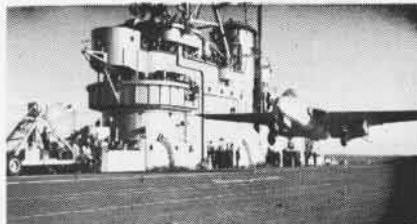
Keep up the fine work.

Kent Kistler
918 Georgia Dr.
DePere, Wis. 54115

There's Many a Slip Twixt . . .

Great Hen's teeth! as Grampaw Pettibone must have said if he turned to page 24 of the July issue of *Naval Aviation News*.

Charles E. Brown



Brown takes off from HMS Ocean in Vampire

I have to remind you that on December 3, 1945, Lieutenant Commander E. M. (Winkle) Brown, Royal Navy, piloting a Royal Navy *Vampire Jet* aboard HMS *Ocean*, carried out the first carrier jet landing and the first carrier jet launch. Sorry about that, but that is the way it was!

Incidentally, we found that we could leave the island on the starboard side of the ship and didn't have to change it to the port side as your photograph portrays.

A. J. Leahy, Captain, MBE, DSC,
Royal Navy
Chief Staff Officer to
the Flag Officer
Carriers and Amphibious Ships
Fort Southwick, Fareham, Hants



Flip

It is interesting to note that what was even more remarkable about the first jet launch from a carrier (July, *NA News*, p. 24) was the fact that it wasn't until LCdr. J. J. Davidson was downwind that he, the LSO, and the cat officer realized someone had played a practical joke by turning the island around the night before.

The situation would have resolved itself far easier if he had been flying S2 # "8E" from the "VI" squadron as shown on page 21, particularly if he had made a "mirror'ed" pass!

The Officers of VX-1
NAS Key West, Fla. 33040

Attack Squadron 46 was commissioned in 1955 at NAS Cecil Field, Fla. Its members wear the McDougal clan tartan as their insignia, a legacy of their first commanding officer, Commander C. A. McDougal. The Clansmen first flew the F9F-8 but transitioned to the A4D-2/A-4B in 1958. The squadron received its present aircraft, the A-7B Corsair II, in 1968 and first deployed with its new aircraft in 1969. Led by Commander M. D. Reynolds, the Clansmen are preparing for a December deployment to the Med aboard Kennedy.





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