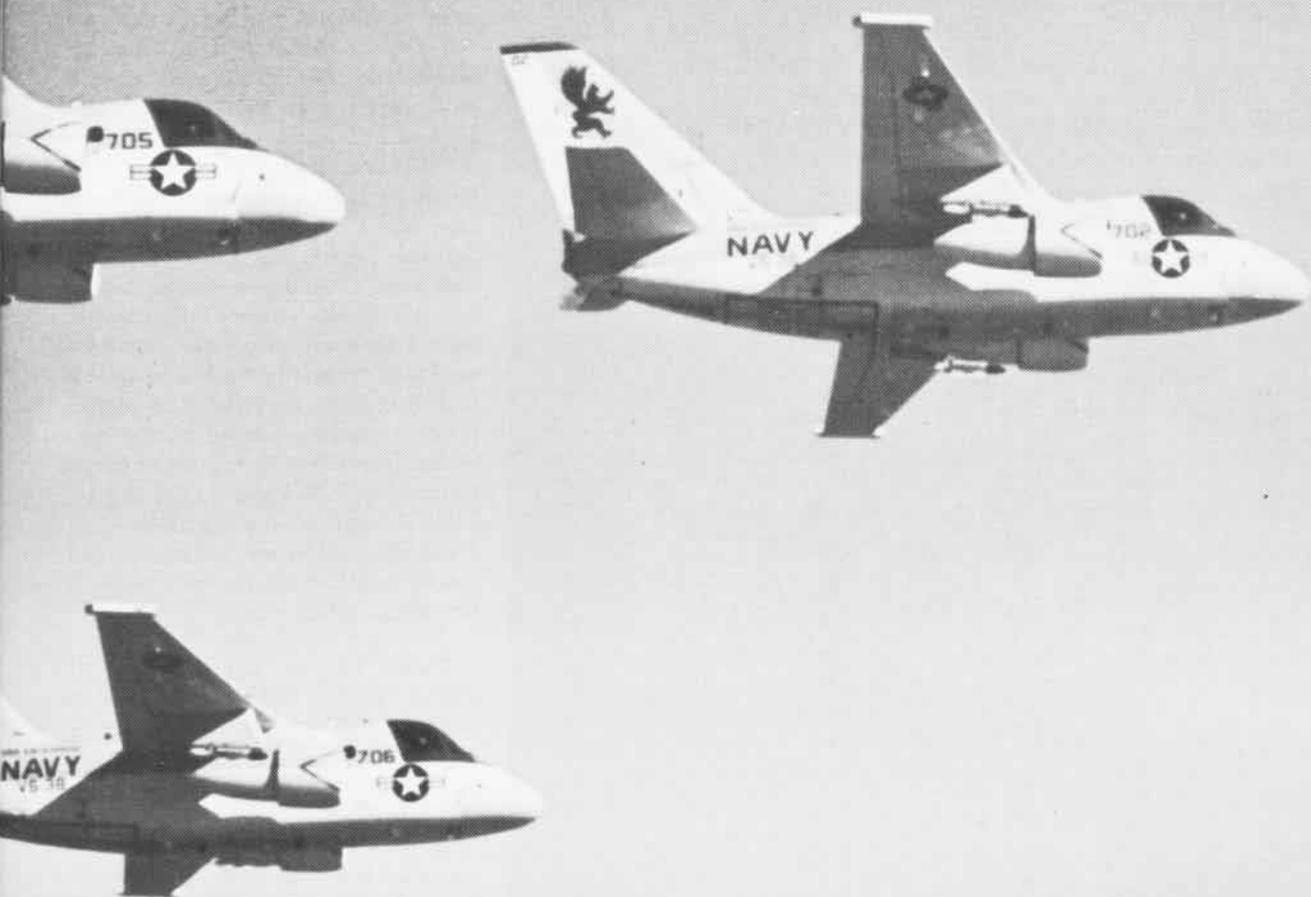


NAVAL AVIATION NEWS



June 1979





NAVAL AVIATION NEWS

SIXTY-FIRST YEAR OF PUBLICATION

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COVERS—Front, PH3 Bob Williamson filmed VT-2 pilots at the controls of Training Wing Five T-34C and T-28B last year. In the lead are VT-2's skipper at the time, Commander Roger Runkle, with Capt. Greg Johnson, USMC, in the rear seat. Then X.O., now C.O., of the squadron, Commander Ron Folse, is with Lt. B. Cummings in the T-28. Back cover CH-46A Sea Knight operating from USS Blue Ridge in the South China Sea was photographed by PH3 Michael Musser. Shown here are Enterprise-based S-3 Vikings from 1978 Isbell Trophy winner, VS-38.

editor's corner



Con(nie) Artist. DM3 Guy A. Wilson, an illustrator draftsman aboard USS *Constellation*, sent this photo of his painting depicting an F4U-1 *Corsair* trailed by an F4U-5N. Keep up the good work, Guy!

Cookies by the Numbers. From a vintage USS *Yorktown* cookbook comes this recipe for those inclined to prepare chocolate chip cookies — 10,000 at a time. Here's what you'll need: 112 pounds chocolate chips, 165 pounds flour, 500 eggs, 100 pounds granulated sugar, 87 pounds shortening, 75 pounds brown sugar, 12 pounds butter, 3 pounds salt, 3 cups vanilla extract, 1½ pounds baking soda and 1 quart of water. Mix well.

Hercules to the Rescue. A Lockheed C-130 *Hercules* has been credited with saving 500 reels of rare movies, including the last surviving print of Samuel Goldwyn's *Polly of the Circus*, made in 1917, starring Mae Murray. The motion pictures were produced between 1903 and 1929 and were placed in tin containers in outdoor tanks and covered with dirt, following their screening by Dawson City audiences in Canada's Yukon Territory. World War I news clips and *Wild Fire*, a 1915 gem starring Lillian Russell and Lionel Barrymore, were among the discoveries made by workmen excavating for a new recreation center in the area. The nitrate films had been preserved by the sub-surface permafrost but once removed from the ground began to deteriorate. Ground transportation was too slow, so a Canadian C-130 was summoned and quickly airlifted the precious cargo to Ottawa for safekeeping.

Viper Fighter. Laine Wright of Hobby John's hobby shop in La Habra, Calif., built this non-atmospheric, tongue-in-cheek fighter for the Marine Corps' VMFA-122. Information on the Viper, as it is called, was submitted by Laine's pal, Gordon J. Douglas, Jr., a naval architect at the Long Beach Naval Shipyard. What might seem like the terrain of a distant planet is really Wright's patio floor where the picture was taken.



Awards VT-10, NAS Pensacola, has won the 1978 John H. Towers Flight Safety Award. The Daedalian-sponsored honor is restricted to squadrons in the Naval Air Training Command which train student Naval Aviators and Naval Flight Officers. VT-10 was recognized for its comprehensive safety program, outstanding safety record and training accomplishments. The Order of Daedalians, headquartered at Kelly AFB in San Antonio, Texas, is dedicated to America's preeminence in air and space, flight safety and esprit de corps in the military air forces.

The Noel Davis Trophy covering the two-year competitive cycle ending September 30, 1978, has been awarded to the following units as the best squadrons of their type in the Naval Reserve: VP-60, Glenview; VF-302, Miramar; VAQ-208, Alameda; VA-305, Point Mugu; VR-53, Memphis and VR-53 Det. at Dallas; and HC-9, North Island. The trophy is named for the pioneer Naval Aviator who was killed in 1927 when his plane crashed at Langley Field, Va., where it was being tested prior to attempting a nonstop New York to Paris flight. The award recognizes excellence in combat readiness, aircraft maintenance, personnel retention and professional proficiency. The miniature trophies presented to the winning squadrons are copies of the original trophy which is retained by the Chief of Naval Reserve.

The 1978 Arleigh Burke Fleet Trophy has been won by North Island's HS-4. It is presented annually to the combat unit on each coast demonstrating the greatest improvement in combat readiness. HS-4 provides ASW protection as well as lifeguard, logistics and medevac services for CVW-2 aboard *Ranger*. The award honors Admiral Burke, former CNO.

The Captain Arnold Jay Isbell trophy, named for the Navy pilot who served with great distinction in ASW in WW II and was killed in action, recognizes superior ASW squadrons in each fleet. Winners of the 1978 awards in the Atlantic Fleet are: VS-22, Cecil Field; VP-8, Brunswick; HS-3, Jacksonville; and HSL-36, Mayport. In the Pacific Fleet: VS-38, HS-6 and HSL-35, all based at North Island; and VP-6, Barbers Point.

The Chief of Naval Operations has selected VS-38, North Island, as the outstanding ASW squadron and winner of the 1978 Admiral "Jimmy" Thach Award. Admiral Thomas B. Hayward commended the *Red Griffins* for their leadership in the ASW community. The Lockheed award honors Adm. Thach for his remarkable flying achievements and development of tactics during WW II.

Anti-Corrosion Paint

A program that began with a contract Lockheed-Georgia Company received from NavAirSysCom in 1973, to increase the service life of coatings for carrier-based aircraft, may benefit a broad cross-section of industry. The contract called for a five-year test of a coating system to slow the corrosion process in aircraft stationed near salt water. A Navy C-130 assigned to bases in Hawaii and the Philippines was selected for the test because it would be exposed to conditions similar to those of carrier-based planes. Six areas of the aircraft were coated with an epoxy polyamide primer, an elastomeric polyurethane intermediate coat, and a polyurethane topcoat.

At the end of 1978, the six test areas were stripped and cleaned with solvent and carefully inspected for evidence of corrosion. The chromate conversion coating on the aluminum was still a golden color and the metal surface on all test areas was in perfect condition. There were no signs of pitting or exfoliation corrosion around the rivet holes, usually the first to show signs of corroding. Generally, aircraft are repainted between two and two and one-half years, not for beautification purposes but to prevent acceleration of corrosion

did you know?

due to chips or scratches in the paint. The results of the five-year test indicate that the experimental coating system more than meets the objectives of the research program, according to Dr. Robert Miller, research scientist for Lockheed-Georgia.

Jupiter

Jupiter and two of its satellites, Io, at left, and Europa, are the subjects of this photo taken by *Voyager 1* in February at a distance of 12.4 million miles. Photo was assembled, from three negatives, at the Jet Propulsion Laboratory, Pasadena, Calif., which controls NASA's *Voyager* project.



Essay Contest

The newly chartered Naval Aviation Foundation, in conjunction with the Association of Naval Aviation, has announced a 2,500-word essay contest on "The Requirements of a Viable Military Career." The Foundation's president, Admiral Thomas H. Moorer, USN(Ret.), says that the Foundation is sponsoring the contest to encourage young officers and enlisted personnel to express their views in writing.

Lieutenants and below, Navy and Coast Guard; captains and below from the Marine Corps, Army and Air Force; and enlisted personnel of all the services are eligible to participate. All contestants, regular or reserve, must be on active duty.

All entries must be submitted by August 1, 1979, to the Naval Aviation Foundation, 5205 Leesburg Pike, Suite 502, Falls Church, Va. 22041. Entries will be judged by the Board of Directors. The winner will receive \$500 and his essay will be published in *Wings of Gold*, the Association of Naval Aviation magazine. The winner will be announced at the annual ANA convention in Jacksonville, Fla., October 18-21, 1979.

P-3 Aerial Refueling



The Antisubmarine Aircraft Test Directorate at NATC Patuxent River is testing methods of inflight refueling (IFR) of a P-3, as a means of increasing the *Orion's* operational range and on-station capabilities.

Lieutenant Commanders Rocky Gmeiner and Jim Keen recently flew a P-3 in IFR proximity tests evaluating aerial refueling conditions. They flew behind an Air Force KC-135, a Marine KC-130 and a simulated tanker version of the P-3. There will be later evaluations.

The tests will help to determine the best method of P-3 inflight refueling to allow expansion of ASW coverage into ocean areas previously inaccessible because of aircraft range limitations.

NATC Corsair



An A-7E *Corsair II* from NATC Patuxent River awaits launch aboard *Independence*. It is carrying what is believed to be the heaviest load of armament ever catapulted in a single-engine aircraft — 19,000 pounds of bombs, rockets, tanks, multiple ejection racks and pylons.



grampaw pettibone

Double Trouble

A VFP pilot in an RF-8A was launched from a carrier off the East Coast for what was to be a routine photo recon hop. After approximately one hour of flight time, the pilot noted his utility hydraulic system warning light had come on. The ship was informed of the hydraulic system failure and the pilot was instructed to divert to a naval air station.

The pilot had things all planned for an uneventful arrested landing. In all probability this would have been the case but, after blowing the gear down, he found he could not unlock the wing-incidence lock. After all possible means to get the wing up were exhausted, the pilot discussed the situation with a qualified LSO. The decision was reached to make a wing-down approach into the mid-field arresting gear. While the F-8 orbited the field to burn down, a SAR pilot in a CH-19E was launched to cover the emergency.

The pilot flew a good LSO-monitored approach, touching down approximately 500 feet from the mid-field arresting gear. Touchdown speed was not too excessive for the wing-down configuration of the aircraft but was beyond the design specification of the arresting gear. When engagement with the arresting cable was made, the cable parted and the aircraft-arresting hook failed. The aircraft vibrated as if a tire had blown and the pilot immediately added power in an effort to become airborne. After several doubtful moments, he got the F-8 back into the air.

After realizing the aircraft had been damaged during the attempted arrestment, another F-8 pilot operating in the local area was asked to join on the crippled *Crusader* and inspect the extent of damage. Visual inspection



revealed that the arresting gear cable had whiplashed the aircraft landing gear, causing extensive damage. In addition, the tail hook had been torn away.

With the aircraft in this condition, it was determined that another landing attempt would not be made. The pilot was instructed to proceed to a predetermined area for a controlled ejection. The helicopter pilot positioned his aircraft so he could observe the ejection and pick up the pilot as soon as he landed.

At an altitude of 7,000 feet over an unpopulated area with the aircraft headed toward the sea, the pilot completed his ejection checklist, shut down the engine and pulled the curtain. All ejection equipment operated normally and the SAR helicopter was on the scene almost as soon as the pilot's feet touched the ground. The uninjured *Crusader* pilot boarded the helicopter for what he thought

would be an uneventful nine-mile ride to the air station.

The helicopter took off with the rescued pilot and climbed to an altitude of 250 feet for the flight back. Approximately 20 minutes later, the NAS operations duty officer received a telephone call from the SAR pilot that he had crash-landed in a wooded area approximately three miles from the station due to engine failure. He also stated that he, his crewmen and the F-8 pilot were all in good condition. All four were returned to the air station via land transportation.



Grampaw Pettibone says:

Great horned toadies and sufferin' catfish! To be in two accidents in a matter of minutes when you had absolutely nothin' to do with either of them is carryin' things too far.

This helo pilot probably had a pretty red face but he handled his emergency the best way possible when he was confronted with carburetor problems.

It's not too difficult to see that material failure was involved in these accidents, and you can bet your boots that the Safety Center boys are on top of them. But I'd sure like to hear the F-8 driver tell the story at Happy Hour. "There I was . . . !" (July 1964)

Things That Go Bang in the Night

The pilot of the Bell H-1 helicopter was delivering the brand new *Cobra* from the factory to its East Coast home. About 15 miles from the destination, as night began to fall, he and his crewman heard a loud bang. The pilot looked about the cockpit but could detect no indication of malfunction. He figured that he might have lost an access panel in flight.

He continued until the master



caution panel illuminated, indicating a transmission chip detection. He decided to land in an open field located 12-15 miles short of his final destination. The pilot stayed in the aircraft, keeping the rotors turning, while the crewman made a visual inspection of the exterior. No panels were opened. Finding nothing amiss the pilot decided to continue on his way — with the transmission chip light illuminated.

Upon arrival at destination, maintenance personnel checked the aircraft and found that four of the five chip detectors contained large amounts of ferrous metal. The internal oil filter looked as if someone had struck a mother lode. The transmission, containing inordinate amounts of ferrous metal throughout, was removed and replaced.



Grampaw Pettibone says:

Great sufferin' Shazbot! This was just plain dumb! Fortunately, the only damage that occurred was disintegration of the transmission. Luckily the gent who made this turkey-like move, which could have caused him to be "gobbled" up by his own machine, had only 15 more miles to go. He had a few hundred hours in type and just flat ignored *two unmistakable* warnings for the sake of those last 15 miles. Old Gramps wonders if he (or you) would have made the same decision had you been farther away from your destination. What is so gol darn majic about 15 miles?

Maybe this feller's previous experience led him to ignore loud bangs and chip lights. Have erroneous chip lights been common in the past in this bird? The accepted peacetime procedure is to land, inspect the chip plug, service as necessary, then press on. Things may be done differently in combat, gang, but this ain't combat. And, at the rate we're losin' and abusin' aircraft today, we won't have much left to combat with!

A walk across a green field is a lot more fun than standing in at the end of the green table!

Never Turn Back?

Shortly after takeoff from an East Coast AFB en route to Home Plate, an AV-8A experienced an AC/DC failure. The pilot promptly secured all electrical equipment except for the No. 1 and No. 2 batteries. He contacted the

AFB on guard frequency and requested clearance direct to Home Plate, 500 miles away. This request was approved.

During the ensuing climb to altitude, the pilot noted a fuel transfer caution light with a simultaneous fuel gauge drop to 300 pounds. These indications reflect loss of fuel-system bleed air pressure. The pilot interpreted these two warnings as faulty indications.

Flight duration at this point was approximately 13 minutes. The pilot elected to continue VFR to Home Plate. Thirty to 45 minutes later the caution warning panel lights began to dim and two of four landing gear indicators went from a safe to an unsafe indication. These developments are indicative of near exhaustion of the No. 1 and No. 2 batteries.

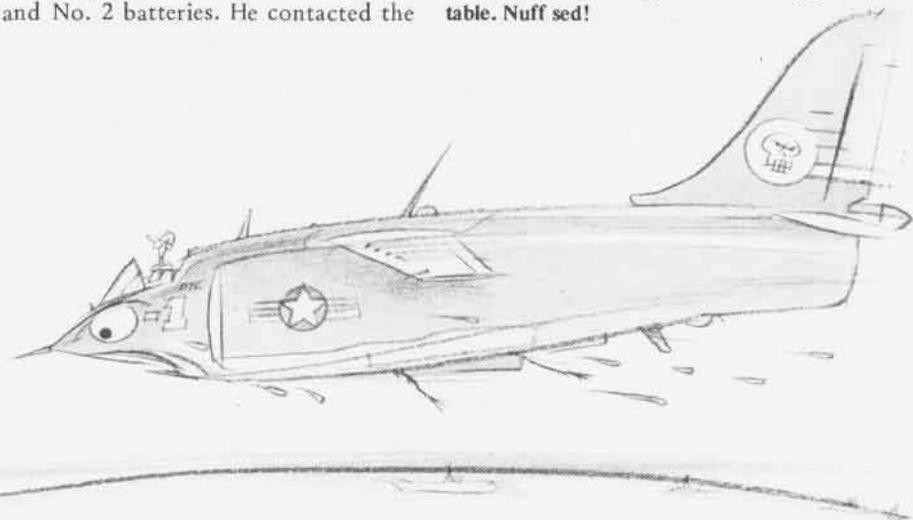
After one hour and 13 minutes total flight time, the aircraft's engine flamed out. The flame-out was caused by fuel feed tank unbalance and subsequent cavitation. Numerous relight attempts were unsuccessful. The pilot ejected successfully and was rescued without further incident.



Grampaw Pettibone says:

Great jumpin' Jehosaphat. This throttle pusher was really boresighted on getting home. With control shifted to the seat of his pants and experiencing an emergency, this aerial jockey continued his flight toward Home Plate and overflew at least 11 suitable landing fields before flaming out!

When you assume that your experience level in the air makes you immune to accidents, you become a candidate for the Deep Six or the wrong end of the long green table. Nuff sed!



COAST GUARD AIR

About 200 lives are saved annually in the Pacific Northwest by Coast Guard helicopters teamed up with Coast Guard lifeboats and patrol craft. Nine helos are evenly divided among three strategically located air stations: the short-range HH-52A *Seaguards* at Port Angeles, Wash., and North Bend, Ore., and, beefing up the area in between, the medium-range HH-3F *Pelicans* at Astoria, Ore., on the Columbia River.

Helicopters are usually involved where life is in immediate danger and time is critical, such as in a situation where a pump can be dropped to a vessel taking on water. If the pump cannot control the flooding, then the helo can lift the people off the boat.

Rescue operations, because of their

critical nature, must go on in spite of hazardous conditions. Ltjg. Robert C. Hansen, a pilot at Astoria, recalls the search for a missing boat with two boys on board. Flying through turbulence, rain, hail and lightning, Hansen also had to avoid flights of ducks. The helo crew made it safely and found the boys in good condition.

But sometimes luck almost runs out. One stormy winter night, a 53-foot Canadian fishing boat was sinking off Cape Beale on Vancouver Island. A Canadian Coast Guard lifeboat pierced the winds and a snow-storm to pick up two of the survivors. Meanwhile, along the cliff-lined shore, a U.S. Coast Guard helo hovered above another survivor clinging to a rock in the 30-foot surf. The pilot managed to

By PAC Paul C. Scotti



in the Northwest . . .

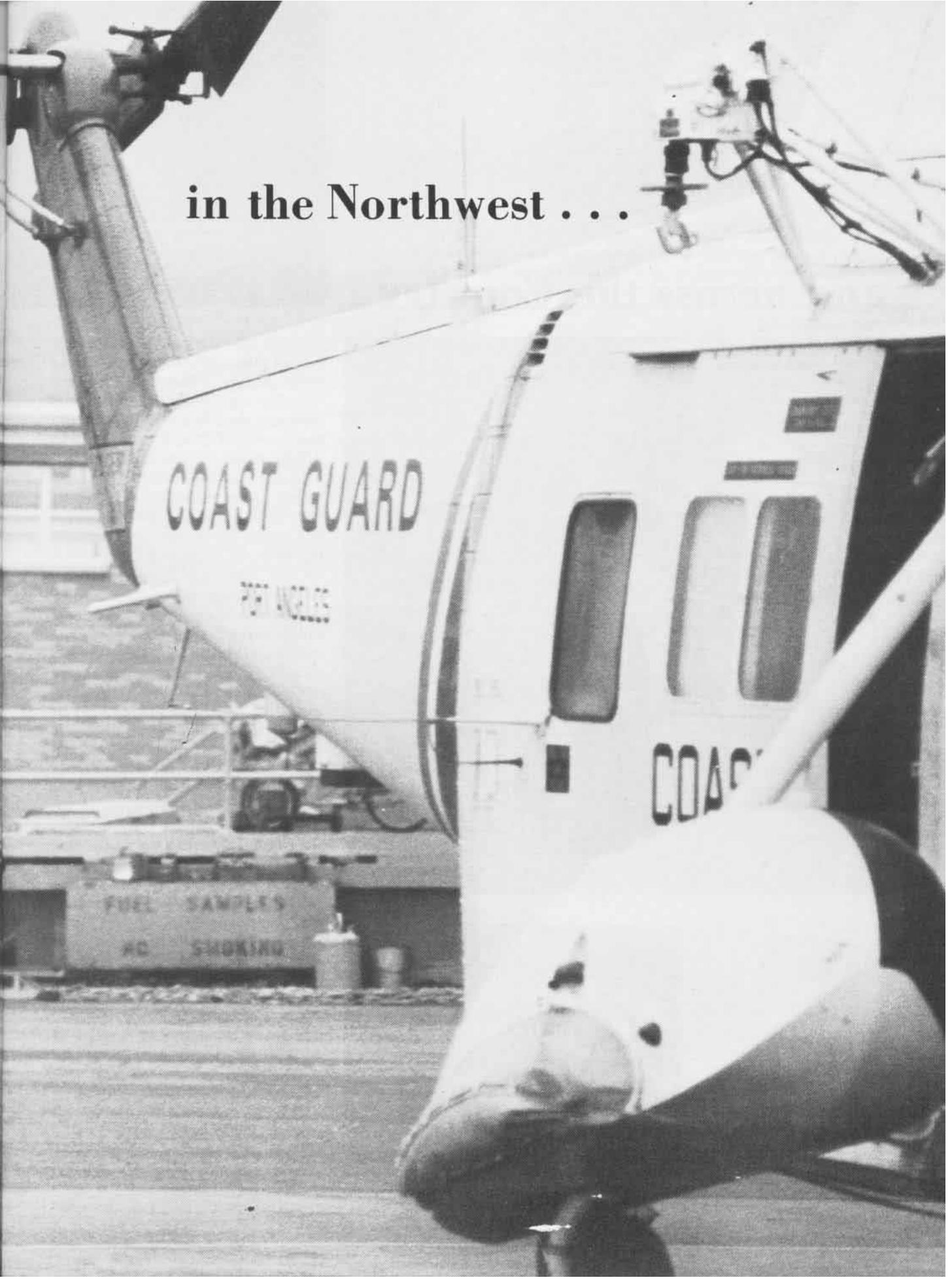
COAST GUARD

PERMITS

COAST

FUEL SAMPLES

NO SMOKING



and across the Country

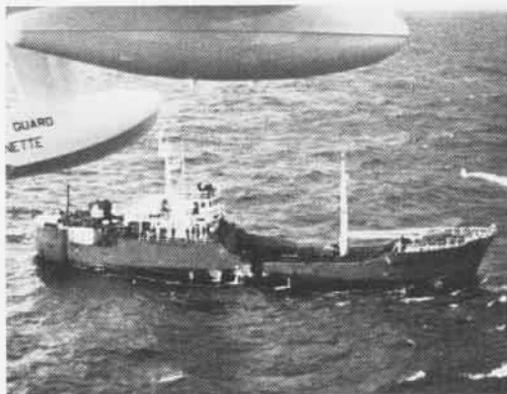


hold the aircraft steady as the crew hoisted the fisherman out of the water. However, their relief vanished when the engine stopped with a loud bang and the helicopter dropped into the ocean. For 25 minutes, the three Americans and the Canadian fisherman rode the tossing aircraft in the surf until the crew of the Canadian lifeboat succeeded in picking them up. The U.S. Coast Guard awarded the Silver Lifesaving Medal to the Canadian crew for the rescue.

Day and night, helicopters and their crews stand by, ready to be airborne within three to eight minutes. The medium range *Pelican* can fly 300 miles, stay on-scene 20 minutes and return, a useful capability when someone ill or injured at sea needs to be airlifted to a hospital.

Because of the painstaking maintenance their aircraft receive, the Northwest Coast Guard air stations have safety records they are proud of. Keeping those aircraft flying takes teamwork between crewmen and ground support personnel. Four mechanical and electronic aviation specialists are involved in inspecting and servicing a helo when it lands. Within two hours it is ready for flight and, in an emergency, the time can be reduced to 20 minutes. Ray Wulff, an aviation machinist whose 22 years of service began in the Navy, explains that a great deal of time is spent in preventive maintenance. "These aircraft put in a lot of flying hours and we want them working flawlessly."

A fifth aviation specialist, an aviation survivalman, keeps survival and rescue equipment — life rafts, oxygen breathing apparatus, fire ex-





HH-52A prepares to hoist man from cabin cruiser near New Orleans. Opposite page, crewman pulls man out of Seattle's Elliott Bay and Albatross hovers over Japanese fishing boat fishing 75 miles west of Juneau. Below, Pelican lifts off after delivering generator for Destruction Island Light, and, bottom, HH-3F performs maintenance duties.

tinguishers, pyrotechnics and flotation bags — operable. He also gives instruction in first aid and repairing flight suits, upholstery and harness belts.

The *Pelican* and *Seaguard* are versatile aircraft. A novel feature of both is the boat hull which enables the pilot to set the machine down on the water to pick up survivors. Since a water landing is risky, it will not generally be tried in swells eight feet or higher and, under certain conditions, the helo will hover so that it barely touches the surface. Hansen explains that a pilot has to judge the time between swells, and get in and out quickly because of the danger that a rotor will catch in a swell and flip the aircraft.

Ltjg. Janna Lambine, the Coast Guard's first woman pilot, flies the *Pelican* out of Astoria. She says, "For its great size, 73 feet, it is a good performing aircraft to handle the many different missions of the Coast Guard." Powered by twin gas turbine engines, the *Pelican* has a top speed of 162 miles per hour and a payload of 22,000 pounds.

Outnumbering the *Pelican* two to one throughout the service is the durable *Seaguard*, which the Coast Guard has been flying since the early Sixties. It is a gutsy performer with its single engine, 100-mph speed and 8,300-pound payload. With an overall length of 45 feet, the HH-52A carries a two-man crew as compared with the four usually found aboard the *Pelican*. Port Angeles pilot Ltjg. Glenn E. Doten likes the *Seaguard's* quickness. He praises the plane's automatic stabilization unit which keeps the helicopter level and steady during a hoist.

Seaguards deploy aboard cutters on





law enforcement, fishery-related and icebreaking cruises to increase the ships' effectiveness. They routinely make pollution flights over navigable waters to detect oil spills. Logistic operations include such missions as the delivery of a light tower to be installed on a jetty not accessible by land. In missions overland, helos have evacuated injured loggers out of the woods, have transported bloodhounds to an area where a boy was missing, and have ferried tools to extract people trapped in wrecked automobiles.

A North Bend helicopter pilot did some deft flying to rescue a wounded elk hunter east of Reedsport, Ore. His

rifle had accidentally discharged into his upper right arm. An ambulance crew hiked in but could not move the 69-year-old man over the rough terrain for fear of endangering his life. Working in the darkness, with only 25 feet of clearance, the pilot maneuvered his *Seaguard* in among trees 200 feet tall, until the hoist cable could be lowered. The hunter was lifted aboard and flown to a hospital.

Coast Guard air strength across the country, 178 helicopters and fixed-wing aircraft, may be relatively small in number but not in effectiveness and accomplishments, especially where they count most — saving lives.



Left, HH-3F assists at an oil platform fire in the Gulf of Mexico. Top, helo hovers over oil tanker which is breaking up. Above, left, same tanker breaks apart and sinks and, right, barrier which is laid to contain an oil spill is filled with straw to sop up the oil.



Trying to direct a seven-ton helicopter onto a destroyer's rolling flight deck the size of a handball court is like trying to fit a size seven hand into a size five glove. But to the 700 enlisted men and 350 officers who graduate each year from the Atlantic Fleet Helicopter Operations School in Norfolk, Va., it's all in a day's work.

The school teaches students how to become efficient Landing Signalmen Enlisted (LSEs) and Helicopter Control Officers (HCOs). Lt. Bob Payne, OinC of the four-day program at Helicopter Combat Support Squadron Six, refers to the course as "intense hands-on training."

On Monday, students are taught the characteristics and capabilities of five fleet-model helos (including H-2 *Sea Sprites*, H-3 *Sea Kings* and H-46 *Sea Knights*) and over 60 hand signals which are used to visually communicate with pilots.

"One important part of the school is to standardize hand signals," says instructor ET2 Gary Howe. "During

Story and Photos
by PHC John Francavillo





Above, left, student practices hookup and, right, Lindquist demonstrates safety procedures. Here, students practice refueling.



daytime operations a pilot may be able to understand bad signals, but at night they could be a disaster."

Ditching briefs, hoisting personnel and cargo, Stokes litter transfer, and helo inflight refueling are part of the second day's training.

Certification programs for helos and shipboard vertical replenishment equipment and procedures are the subject of classroom lectures on the third day.

In the afternoon each student acts as cargo hookup man while a tandem-rotor H-46 *Sea Knight* hovers overhead. Trying to get the cargo pennant onto the helo's cargo hook is like trying to thread a needle that someone else is holding.

The course ends Thursday by focusing on possible emergency situations, chocks and tie-down drills, and LSE/HCO coordination procedures. During a field class an instructor may secretly open a helo's panel to catch an unsuspecting LSE. "We want them to keep on their toes," insists AT2





Opposite page, student is hoisted aboard Sea Knight. Left, instructor demonstrates use of a hoist collar and, below, student gives take-off signal under watchful eye of instructor.



Stephen Lindquist. "The students won't always be in this controlled situation."

Final grades come from different sources: a closed-book test the last day, an open-book test given during the week, and observation of each student in the field. "We're interested in quality, not quantity," insists Howe.

For final LSE qualification a person must also complete fire-fighting school, have 20/20 correctable vision, mature judgment, and have the written recommendation of his C.O.

The school also offers a three-and-one-half-day helicopter familiarization course for officers. Emphasis is on the administrative end of being an HCO: inspection and certification for aviation facilities ships, safety and operations. There are also lectures in helo aerodynamics, flight control systems, and command and control, along with field periods.

Of the school's five enlisted instructors, Lt. Payne says with pride, "They're hand-picked. They're qualified aircrewmembers. And they're motivated."

ALL ABOARD



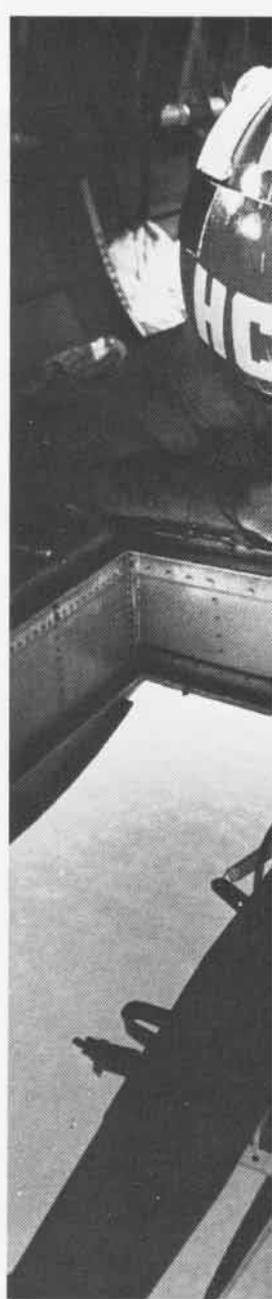
Problem: How do you get 120 pallets of supplies — weighing almost 175 tons — aboard the fast combat support ship *USS Camden* (AOE-2) in the quickest possible time when the ship is pierside at Guam?

Logically, the answer would be to use a crane. Usually, it would be the correct answer.

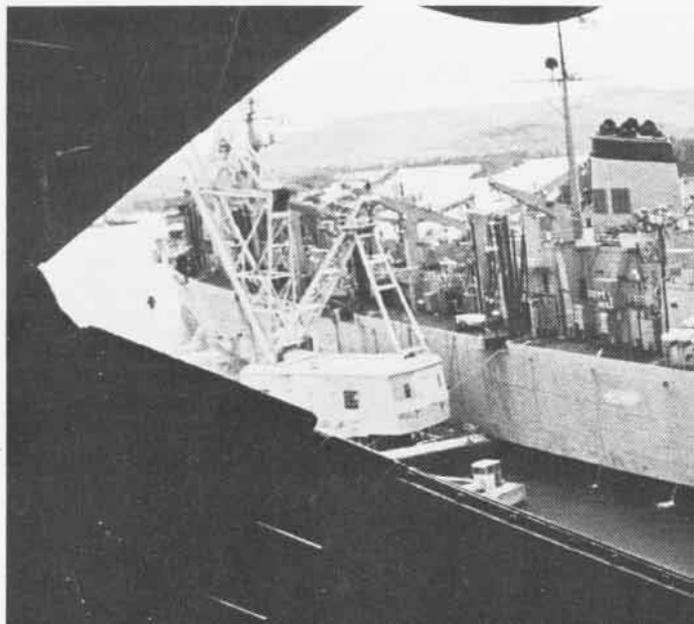
This time, though, it was the wrong answer. *Camden* was at the Naval Supply Depot Guam fuel piers, across Apra Harbor from berths normally used for provisioning ships. A pier crane couldn't be brought alongside. The only option appeared to be to barge the supplies to *Camden* and, using a floating crane, hoist them aboard.

"The ship was going to be in for less than a day," says LCdr. Charles A. Packard, material officer for NSD Guam. "We were concerned about our ability to get all that material aboard in such a short time by using a barge and a floating crane. We didn't want to use a barge because there were 40 pallets of frozen food which might thaw in the time needed to get them to the ship."

The problem was solved when NSD Guam's commanding officer, Captain George V. Zeberlein, Jr., suggested using *Camden's* two



Story by JOCS John D. Burlage





VERTREP

helicopters for the resupply effort.

The crews of HC-11, Det 7 made 120 two-mile flights, ferrying net-loads of supplies slung under the bellies of their aircraft to accomplish the first vetrep — in the memory of those involved — at NSD Guam.

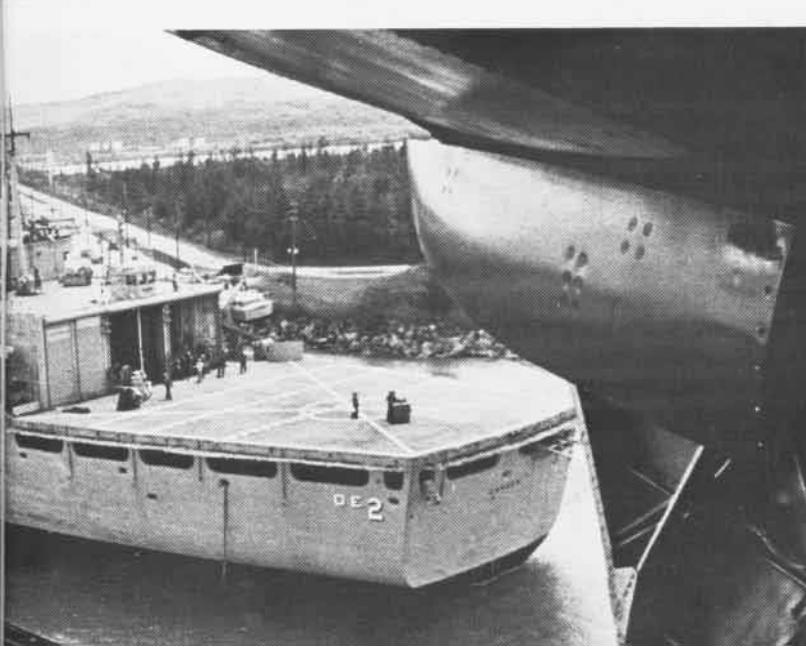
In addition to the two CH-46 *Sea Knights* and crews, *Camden* provided personnel who readied netted pallets, completed hookups with the helos, and handled ground signaling chores. NSD Guam personnel loaded pallets, banded and transported them to a staging area near an NSD warehouse complex.

For the fast combat support ship, vertrep is a routine evolution — even if the location is not, and even if *Camden's* role is reversed.

Camden is one of the Navy's four AOE's designed to provide rapid underway replenishment — petroleum, ammunition, provisions and other freight — for Navy ships. Only the petroleum can't be transferred by helicopter.

Camden is home-ported in Bremerton, Wash., and HC-11 is home-based in San Diego.

"It went very well," was Packard's succinct evaluation of the effort. "I think everybody involved was pleased with the way it worked. It certainly proved to be the right answer to the problem."



Photos by PH2 Robin L. Tedder

Over the years almost all of the Navy's transport aircraft have had their beginnings as commercial transports. The R4Ys, as the current Navy C-131s were originally designated when they were procured in the mid-Fifties, were no exception.

One of the first major thrusts in post-WW II U.S. domestic aviation was a new twin-engine transport. Sought by all the major U.S. airlines, it would have to incorporate all the advances made possible for aircraft of this type by WW II technology improvements. Consolidated-Vultee produced the ultimate winner in its Model 240 *Convairliner*. First ordered by American Airlines, it featured a pressurized cabin and tricycle landing gear and had impressive performance with its two P&W R-2800 engines. It was in service with many U.S. and foreign airlines by the late Forties.

Improvements desired by the airlines were incorporated in the 340 of the early Fifties, including increased cabin length and wingspan. This model became the basis for the R4Y-1. The Air Force had already obtained specialized trainer versions of the 240 as the T-29 — first the much modified unpressurized T-29As and, subsequently, the more directly derived pressurized T-29Bs and later series. Procurement of standard transport 340s as C-131s followed. Navy interest centered on a convertible cargo/passenger version. While the design modifications were being made for this use, the Navy took delivery of its initial R4Y in an executive/passenger version as the sole R4Y-1Z. Thirty-six of the convertible models followed as R4Y-1s, delivered in 1956.

Convair, as Consolidated-Vultee had become, meanwhile had introduced the final piston engine version, the 440, and the Navy purchased its final two cargo/passenger aircraft in this configuration as R4Y-2s.

The R4Ys, now C-131Fs and Gs as the -1s and -2s became in the 1962 redesignations, have continued to meet all manner of Navy needs: as transports, as utility aircraft and, with various configurations of radomes protruding, as special test aircraft.

The earlier 240 model of the *Convairliner* also found its way into Navy service some years later when Air Force T-29Bs were obtained to replace retiring TC-47/117 navigation trainers. They were flown by VT-28 until navigation training was taken over by the Air Force.

The *Convairliner* did find its way into the turbine-powered age, but only through modifications. The Allison turboprop-powered modifications, first as the Air Force YC-131Cs, than as the commercial 540, and in limited Air Force/Navy service as AF C-131Ds modified to VC-131Hs, provided the increased smoothness and altitude performance that came with higher powered turbine engines.

Currently outclassed by modern turbine-powered aircraft, the original Navy C-131s soldier on, offering younger Navy personnel a look at what things were like in the piston engine era — and the old timers a bit of nostalgia as those dependable R-2800s fire-up and throb on through another routine flight.



T-29B



R4Y-1Z



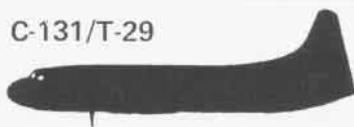
VC-131H

C-131



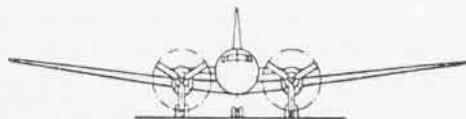
C-131F

C-131/T-29

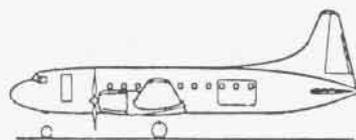
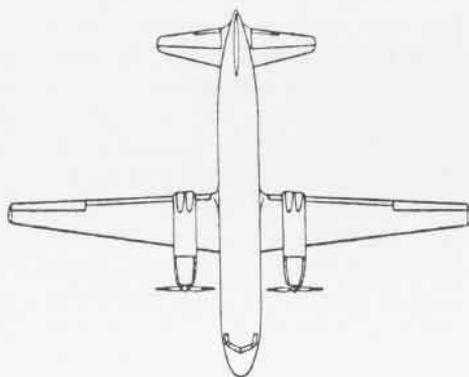


Span	105'4"
Length	79'2"
Height	28'2"
Engines	
two P&W R-2800-52W	2,500 hp
Maximum speed	267 kts
Service ceiling	25,500'
Range	2,100 nm
Crew	4
Maximum passengers	44

C-131G



C-131F



Alpine

By SSgt. John Black

Every winter, in an isolated Army post nestled within a secluded forest region of upstate New York, there is a battle between Mother Nature, with her sudden, blinding, deadly squalls and whiteouts and fledgling, inexperienced aviators looking for the opportunity to match their flying skills and mental endurance against such a formidable opponent. It's a relentless struggle that, if lost by the aviators, could easily and quickly cost them, crew members and passengers their lives.

"It's really difficult to even attempt to explain just how it feels, or what to expect when flying in that climate," says 1st Lt. Allen Hodges, HMH-461, one of the 40 pilots in Aviation Support Element 461 participating in Exercise *Alpine Warrior 79* in January at Fort Drum, N.Y. (ASE-461 was a composite unit utilizing aircraft and personnel from HML-167, HMA-269, HMM-162 and HMH-461, the command squadron.)

"There's actually very little any pilot can do or say to prepare another for that kind of flying. All I can say is that three weeks of cold-weather flight training will humble even the most experienced helicopter pilots."

ASE-461 pilots and crew chiefs from MCAS(H) New River went to the snowy environment to practice the close coordination needed between a pilot and crew chief when flying in snowy conditions.

Unlike last year's Exercise *Empire Glacier 78*, when the crews had to cope with leaving their aircraft outside, thawing them out with pre-heaters before they would start, or worrying about the metal latches becoming brittle because of the bitter cold, this year's rookie cold-weather crews needed only to be concerned with the main weapons of Mother Nature — the squalls and whiteouts.

"The first obstacle we had to overcome was the whiteouts our helicopters created every time we took off or landed," recalls Hodges, a CH-53 *Sea Stallion* pilot.

"A whiteout happens when a helicopter lifts off or lands. It is instantly engulfed in a white curtain of snow created by the recirculating downwash from whirling blades and the pilot can't see anything.

"From my first takeoff in powder snow I knew I had to go strictly by my instruments. As soon as I achieved liftoff, my reaction was to climb as high and as fast as I could to get above the snow. I was constantly scanning my compass and other instruments to ensure the aircraft wasn't drifting while at the same time looking feverishly for any distant object that I could use for a visual reference to get my bearings."

The problems were similar when landing.

"Any pilot will tell you, altitude and drift are the main things to watch out for when landing in whiteout conditions," Hodges continues. "This is where a pilot and his crew chief must really work closely as a team.

"When the pilot approaches an open field he tries to locate some sort of stationary object protruding through the snow, like a bush or sapling, and then fly the aircraft straight toward it. By doing this, he has something to judge his distance from the ground by and a way to tell if the helicopter is drifting out of the landing zone."

If there isn't any landmark available for the pilot to use, the crew chief has to direct him down by looking out the upper personnel door. It's also the crew chief's responsibility, even in clear weather, to inform the pilot whether or not the tail of the aircraft is free of any obstructions.

Throughout the three weeks that 461 transported Camp Lejeune



Warrior



Marines and their equipment. Mother Nature wasn't content simply to harass the pilots on takeoffs and landings, she annoyed and worried them during flight.

"Our mental endurance was also tested," Hodges notes. "Even when the skies were clear and visibility excellent, we could never relax. We were always having to look over our shoulders for squalls."

Hodges talks about the danger of squalls. "The fast moving winds sweeping across the Great Lakes could create squalls and bring them to Fort Drum within minutes. These giant walls of clouds resulted in zero visibility — the danger factor.

"If a pilot can't see where he's flying in a squall, he naturally can't see to land. All of us worried constantly about the wind direction. It could change at any time and put a squall in our lap in minutes. We all knew that to relax mentally at any time while flying could mean our last flight — ever."

The mechanics and avionics personnel were more fortunate. Although they expected to work in weather that would produce frostbite and hypothermia, they found a hangar waiting for them.

LCpl. Allen Walsh, an HMM-162 avionics technician who works on CH-46 *Sea Knights*, says, "There was hardly any difference between the hangar at New River and the one we called home for three weeks at Fort Drum.

"If the hangar doors were closed we could work comfortably. As far as our work area was concerned, it was almost like we had never left North Carolina.

"Even working on the helicopters was the same. Even though the helos flew in Arctic-like weather, we never had any special problems with them. All the work, like taking oil and fuel samples, cleaning and changing tires or blades, was work that would have had

to be done anywhere."

According to Walsh, one of the problems he and his coworkers had was finding parking space for the four types of helos assigned to ASE-461. "We had to park the birds like cars in a crowded shopping center parking lot. And because of the cramped hangar space, we had to be very careful when we took one out or put one in."

Walsh also spoke of another slight problem they had working out of the hangar. "Because of the freezing rains that often fall in the winter, icicles (sometimes bigger than an average man and weighing hundreds of pounds) would often form above the doors, so we would have to be very careful going in and out the doors, always looking up to see if any were headed downward.

"At least one of the mechs made a good situation out of the ice, though. When the flight line was covered with ice, this guy used ice skates to run light tools and equipment from the hangar to the birds preparing to take off.

"We would have to be at the hangar sometimes by 0430 to get the helicopters ready for the day's flying missions," Walsh recalls, "but our daily routine was sometimes easier than at New River."

"Take preflighting," he adds. "Because the aircraft were inside the hangar we could check them over, pull them outside and 15 minutes later the blades were turning and they were on their way. Also, we never had to worry about hydraulics and frozen switches and controls because the helos never sat outside for long periods."

Despite the seemingly easy time, Walsh feels the objectives of cold-weather training for the mechanics were met.

Mother Nature threw her deadliest jabs and uppercuts at the 461 Marines but, when the final bell clanged, she could only claim a draw.



461 helos in the hangar, left; greeted by snow, above; and delivering a howitzer, top.

PEOPLE · PLANES · PLACES

Records

Several *Bulls* from Cecil Field's VA-37 achieved personal milestones while deployed aboard *Saratoga*. C.O. Cdr. Rocky Spane led the way by logging his 800th career trap. X.O. Cdr. Sandy Coward made his 100th *Sara* trap, while Lts. Carroll White and Ed Carney each got their 200th.

Several squadrons achieved milestones in accident-free hours: VS-22, 10,000; HSL-31, 25,000; VS-32, 63,000; VP-19, 78,058; and VP-50, 90,000.

On March 15, 1979, VP-19 had to change a P-3 *Orion* Allison turboprop engine for the first time in 16 months. This achievement is noteworthy because the *Orion* flew on two deployments, 10,300 hours and an estimated three million miles. The *Big Red* completed a six-month detachment to Adak during this period. In photo (from left) ADC Roy Cleveland, AD3s Greg Dennis and Bob Manson, Ltjg. Brad Leininger, AD1s Joe Clark and Kevin Grey, C.O. Cdr. Norman C. Lord and LCdr. Ed King.



Naval Aviation history was made on March 11 when a P-3B from NATC Patuxent River flew the first transoceanic flight using NavStar, the space-based radio navigation system. The six-hour flight was from Barbers Point to Moffett Field. The *Orion* was piloted by Cdr. Mike McClendon, LCdr. Rocky Gmeiner and Lt. Jim Keen and navigated by Maj. Paul Thompson, USAF, and Lts. Garland Johnson and Bob Reed. The joint services developmental testing program is under the direction of the USAF's Space and Missile Systems. When fully operational in the late 1980s, NavStar will consist of 24 satellites in earth orbit.

AO2 Donald E. Baker of HC-9, North Island, recently surpassed his 1,000-flight-hour mark. This feat was extraordinary because he didn't train for aircrew status until August 1975, gaining his aircrewman wings in March 1976. He's the first aircrewman to achieve this goal in the squadron since it was formed in 1975.

Lt. John Leenhouts completed his 400th career trap on the last hop of the last flying day of *Kennedy's* recent Med cruise. Having finished his first sea duty tour with the VA-46 *Clansmen*, he will join VA-174, Cecil Field, as an instructor pilot and LSO.

Two Pacific Fleet VP squadrons celebrated safety milestones on March 1. VP-1, Barbers Point, completed 10 years and more than 75,000 accident-free flight hours. Moffett Field's VP-40 has compiled 12 years and almost 87,000 safe hours.

Several pilots accomplished personal milestones in accident-free flying: HMM-163's Capt. J. F. Bellegarde, 2,500 hours; and Capts. C. L. Catli, D. C. Driskell, D. A. Prondzinski and 1st Lts. D. E. Becker, D. K. Johnson and D. L. Hogg, 1,000.

Two *Checkmates* from VF-211 passed

1,000 safe hours in the F-14 while deployed aboard *Constellation* in WestPac. They are LCdrs. Keith Shean and Harry Carwin.

Lt. Jerry Cerny recently logged his 1,000th flight hour in the CH-46D. He joins 10 other HC-11 pilots who have reached this milestone: LCdrs. Dave O'Neill (X.O.), Bob Martin, Jack Piper, Terry Lackey, Clint Davie, Dick Carver and Lts. John Ball, Harry Allen, Mike Lutkenhouse and Lanny Caplinger.

Awards

PO2 Oliver L. Duck of VX-1, Patuxent River, was awarded the Navy and Marine Corps Medal on March 23 for an act of heroism last October. While on liberty, Duck witnessed an automobile strike a tree and burst into flames. After carrying the driver a safe distance away and putting out flames on the victim's clothing, Duck went back to the burning vehicle in an unsuccessful attempt to save the other trapped passenger. PO2 Harold K. Wright, a recent transfer from VX-1 to *Vulcan* (AR-5), received the same award for helping Duck during the rescue.

The VP-48 *Boomerangers* were recently awarded the 1977-78 Battle E and also received the Royal Air Force's 1977-78 Coastal Command Trophy for antisubmarine warfare excellence.

Cdr. David E. Beyman, C.O. of VAW-121, was presented a ComNavAirLant citation for the squadron's 12 years of accident-free aircraft operations. *Eisenhower's* C.O., Capt. James H. Mauldin, made the presentation. The squadron logged over 62,000 flying hours since December 15, 1966, to achieve this record.

The VF-301 *Devil's Disciples* were the victors of the second annual Naval Reserve Fighter Meet held at Yuma. Other units participating were VFs 302, 201 and 202. VC-13 provided adversary aircraft and crews.

"When you're hot, you're hot," is an expression that applies to VA-15 these days. The *Valions* not only received a Battle E, but they also were named winner of the CLAW-1 Bombing Derby 1-79. C.O. Cdr. Bo Smith and Ltjg. John Ihlenburg combined bombing scores to take first place overall in day dive, laydown and roll ahead events, while placing third in the loft. In individual competition, Cdr. Smith, Ltjg. Ihlenburg, Lt. McCollough and LCdr. Vogel placed first, third, fifth and tenth, respectively.

North Island's HS-10 received a ComNavAirPac Annual Aviation Safety Award as it proceeded through its third year of accident-free flying. The certificate marks 6,147 safe hours during calendar year 1978.

In a ceremony aboard *Eisenhower*, VA-65 received the Golden Tailhook Award for the highest carrier landing grade among the eight CVW-7 fixed-wing squadrons. *Tiger* C.O. Cdr. Buzz Needham was the top tailhooker in the air wing, while three others placed in the top 10. They were: LCdr. Charlie Nation, Lt. Ken Peters and Ltjg. Jeff Winston. Squadron members who became *Ike* centurions were: Cdr. Needham, LCdr. Stan Bryant, Lts. Don Quinn, John Meister, Steve Lepkowski, Ted Mixon and Ron Alexander, and Ltjg. Steve Howse.

PEOPLE · PLANES · PLACES

Honing the Edge

As Exercise *National Week XXVI* ended for *Saratoga* and CVW-3 recently in Sardinia, five members of the air wing staff put to sea in an ill-equipped motor whaleboat to compete against 18 other entrants in the National Week Motor Whaleboat Race and Regatta. Usually reserved for "shoes," it was a novel idea for "airedales" to participate in the race. Crew members of the CVW-3 whaleboat USS *Battle Axe*, included LCdr. "Shaley" Jacobsen, Lt. Bob Berger, Drs. Mark Davis and Bill Hamilton and Capt. Dave Rash, USMC. The first event consisted of landing at the forward accommodations ladder of *Eisenhower*. The second was a pass in review which emphasized decorum, and the third was the race itself. With hands-down victories in the first and second events and a solid third in the race, *Battle Axe* might be considered the overall victor.

Approximately 130 officers representing air, land and sea elements of the Canadian Forces visited Cherry Point as part of an American military orientation tour. The students from the Canadian Forces Command Staff College received briefs from various 2d MAW squadrons to familiarize them with the Marine air-ground team. Most of the Canadians, who had never seen Marine aircraft in action, were extremely impressed when the AV-8A *Harrier* executed a vertical takeoff.

After a deployment to WestPac, the *Red Devils* of VMFA-232 returned to Kaneohe Bay in April. The squadron is transitioning from the F-4J *Phantom* to the late model F-4S.

Anniversary

On March 15, the Seventh Fleet celebrated its 36th anniversary. On that day in 1943 the numbered fleet was established, and the Southwest Pacific Force became the U.S. Seventh Fleet, under the command of VAdm. Arthur S. Carpender. Today, from his flagship, *Oklahoma* (CG-5), VAdm. S. R. Foley, Jr., and his 200-man staff keep a close watch on the operations of the fleet's 55 ships, 425 aircraft and 50,000 Navy men and Marines. The Seventh Fleet operates over more than 36 million square miles, from Antarctica to the west coast of Africa.

Et cetera

From left to right are LCpl. Boyd Bray, MARTD Washington; LCpl. Paul Herman, Aircraft Support Det, HQMC, Washington; and PR1 J. S. Howell, NAF Washington, repacking what is believed to be the parachute used by Rodman Law in April 1912



for his third jump from an airplane over the U.S. The parachute is being repacked at NAF Washington's paraloft for the Smithsonian's National Air and Space Museum.

Air operations are the heartbeat of NAS Oceana. Its pulse rate is one takeoff or landing every two minutes, 11,000 times per month. There are over seven miles of run-

way which, due to location, are able to operate when other East Coast fields cannot. But the only way to really appreciate Oceana's growth and importance is to look into its past.

Oceana was carved out of 328 acres of swampland in 1940 as an auxiliary airfield. Wartime growth pushed its status to a naval auxiliary air station in 1943. In 1952 Oceana



was designated a naval air station, and by 1957 it was officially designated a master jet base. The air station has grown to more than 16 times its original size and is home for about 9,000 personnel and 11,000 dependents. The home of 22 of Navy's attack and fighter squadrons, this busy air station is proud of its important role in our nation's defense.

This FJ-4 *Fury* is one of few surviving examples of the Navy's final development of the famous Korean War F-86 *Sabre* design. On exhibit now at Georgia Veterans Memorial Park in Cordele, Ga., it was refurbished by aviation craftsmen from NAS Atlanta. The FJ-4 entered service in 1956, following the



three earlier FJ versions. The *Fury* carried one pilot, four 20mm guns, rockets and external fuel tanks or bombs.

Change of Command

HMM-163: Maj. W. J. Sambito relieved LCol. W. G. Kogerman.

HS-10: Cdr. Donald G. Richmond relieved Cdr. Noel L. Ruppert.

NAS Cecil Field: Capt. Kendall Moranville relieved Capt. Harold Wellman.

VA-65: Cdr. Herbert A. Browne, Jr. II relieved Cdr. William R. Needham.

VA-83: Cdr. Rex Wolf relieved Cdr. Bob Naughton.

VAW-88: Cdr. James D. Ream relieved Cdr. R. G. Hutton.

VAW-121: Cdr. Andrew J. Murphy relieved Cdr. David E. Beyman.

VC-7: Cdr. Gene D. Merriman relieved Cdr. David P. Gauthier.

VF-161: Cdr. Andrew L. Burgess relieved Cdr. John M. Nash.

VP-9: Cdr. Peter H. Cressy relieved Cdr. Byron L. Powers.

VP-0516: LCdr. George M. Zupko III relieved Cdr. Ward M. O'Brien.

VT-22: Cdr. Ross H. Underhill relieved Cdr. John R. McDaniel.

VT-24: Cdr. Darryl A. Stubbs relieved Cdr. Hugh T. Williams.

VP-60

Deep water operational training is a major undertaking for a reserve VP squadron whose home is 1,100 miles from the Atlantic Ocean and 1,900 miles from the Pacific. Especially when the squadron is working to maintain the standards that won for it the 1978 Noel Davis Trophy, as the best squadron of its type in the reserves. While the long range of VP-60's *Orions* helps considerably, the oceans are still three hours east and four hours west.

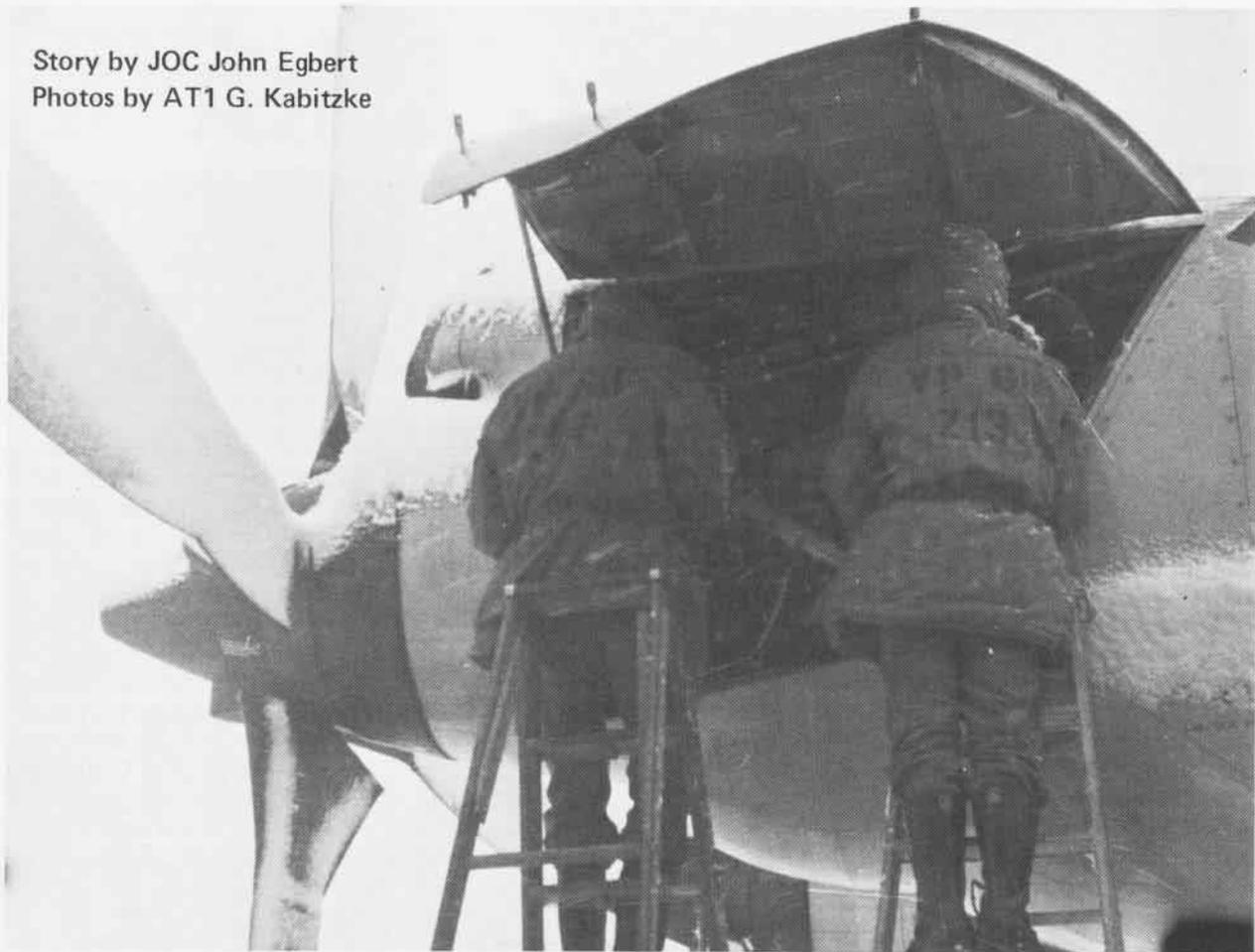
The squadron's physical location at NAS Glenview near O'Hare Field also puts it in the dense air traffic in and around Chicago, to say nothing of the notorious winter weather that afflicts that part of the country. You will recall all those news pictures last winter that showed people grabbing at lamp posts as gale winds loaded with snow blew them along the streets.

Most of VP-60's members are reservists. One weekend a month and two weeks a year, they come together as an operational unit to practice their skills as pilots, navigators, sensor operators, ordnance handlers, mechanics, electronics technicians, photographers and clerical workers. As the proof of the pudding is in the tasting, so the proof of their training is in operational practice during their two weeks' active duty training. Commissioned in November 1970, the squadron has deployed to a number of places, including the Indian Ocean, Philippines and Hawaii, Guam and Spain. C.O. Commander Howard C. Lysne attributes his unit's success to a winning combination of squadron performance and NAS Glenview support.



Crewman prepares to monitor fuel purity, left. Above, VP-60 aircraft flies over Chicago. Opposite page: top, never mind the snow blowing down your neck when maintenance is needed; right, pilot up to his ears during preflight; left, crud crew at work.

Story by JOC John Egbert
Photos by AT1 G. Kabitzke



TS-2

The end of an era



During the early days of WW II it became evident that the most efficient method of countering the submarine threat was through airborne ASW. In the fleet, ASW air groups were formed and based on small jeep carriers. After the war, specialized ASW hunter and killer aircraft were developed for these air groups. The groups were effective, but since the killer aircraft didn't have detection capability, they were forced to hunt in pairs. The art of ASW and aircraft carrier technology grew as the years passed.

In 1950, Grumman Aircraft Corporation was awarded a contract for an all new ASW aircraft. The prototype was designated the XS2F-1 and flew for the first time in 1952. In 1954 the twin-engine *Tracker* (S2F-1) was delivered to the fleet and, for the first time, the Navy had a carrier-based antisubmarine platform specifically designed to combine the detection and attack roles in a single aircraft. In 1955, S2-F1s, or *Stoofs* as they were affectionately called, were flown on instructional flights in advanced training units, ATU-402, NAS Kingsville, Texas, and ATU-600, NAS Hutchinson, Kans. Three years later, with the closure of Hutchinson and formation of ATU-611, the *Stoof* began flying at NAS Corpus Christi, Texas. In May 1960 the ATUs became squadrons: ATU-611 became VT-28; ATU-401 became VT-27; and ATU-601 became VT-31.

Under VT-28's first commanding officer, Commander O. T. Knight, the S-2 training syllabus foundations were laid. In September, training began and the S-2 became the Navy's advanced propeller training aircraft. Training includ-

ed multi-engine familiarization, instrument cross-country flights and carquals. Then, in the summer of 1963, VT-31 transitioned to S-2 training, phasing out the P2V and P5M.

In October 1965, VT-27 returned to Texas from New Iberia, La. NAS Corpus Christi now had three S-2 VTs. Late in 1973, VT-27 left the ranks of S-2 squadrons to become a basic training squadron. VTs 28 and 31 stayed with the S-2s. In April 1977, the first T-44s arrived at Corpus Christi to begin replacing the *Stoofs*. By the end of 1978, VT-28 was the only training squadron flying the S-2.

The S-2 was indeed a remarkable airplane. Its twin Wright Cyclone R-1820s could produce over 1,500 horsepower each. The S-2 could attain a maximum speed of 229 knots or be throttled back for over five hours of instrument instruction — without refueling. During 23 years, it logged 1,407,000 flight hours as an advanced trainer and thousands upon thousands of arrested landings.

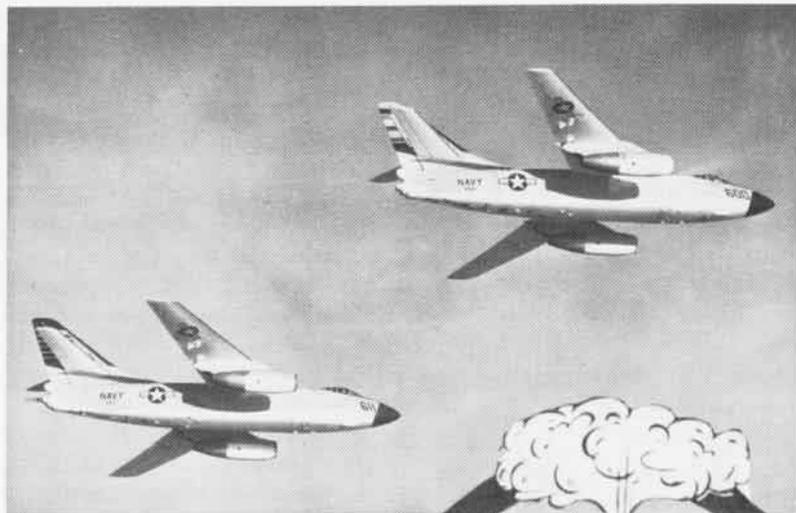
Then on March 1, 1979, VT-28 retired the TS-2As. Captain David A. Fischer, Commander, Training Wing Four, said, "As the TS-2A takes its justly deserved place in the annals of aviation history, I publicly commend the dedicated workers of Grumman who gave us this excellent aircraft. To the thousands of people who made the S-2 a functional, reliable airplane for 23 years, we say thank you, well done."

Rear Admiral John Christiansen, USN(Ret.), Grumman Aerospace Corporation, presented Commander W. H. Zachary, commanding officer of VT-28, a model and plaque inscribed "TS-2A, March 1979, the end of an era."

By Lt. John A. Mavroudis



RVAH-1



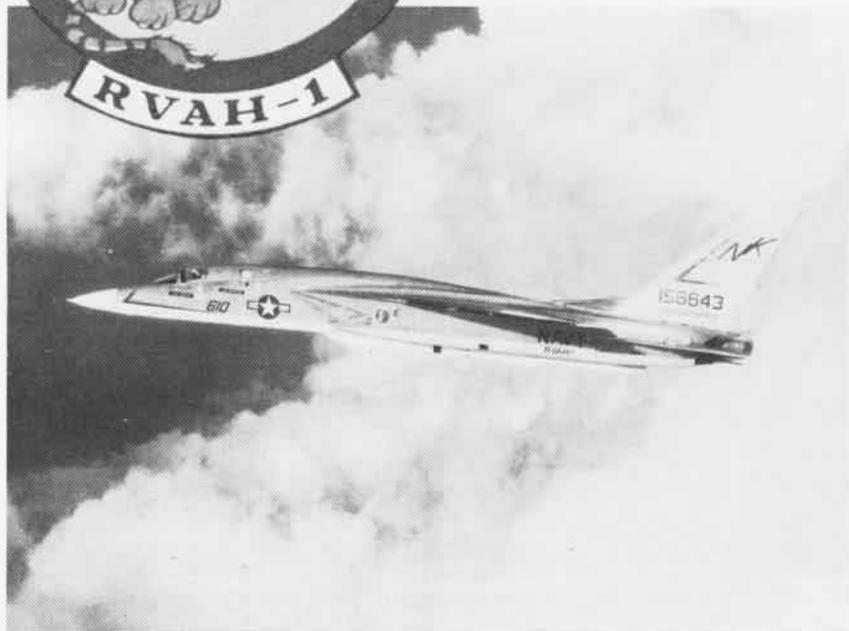
FLAG STRUCK

It didn't take long to bring 24 years of service to a close. On January 29, RVAH-1 was disestablished in a brief ceremony at NAS Key West. After some remarks by Captain R. V. Dean, Commander, Reconnaissance Attack Wing One, and squadron commanding officer, Commander T. F. Johnston, and the presentation of Navy Achievement Medals to four crewmen, the decommissioning orders were read and the squadron flag was lowered.

Heavy Attack Squadron One (VAH-1) was commissioned at NAS Jacksonville in November 1955 as an all-weather, carrier-based unit with a weapons delivery mission. It flew the

A3D *Skywarrior* until it transitioned to the A-5A *Vigilante* in 1963 and to the RA-5C in 1964. That year also saw the squadron redesignated RVAH-1 to match its new mission of all-weather aerial reconnaissance.

During its nearly quarter century of operations, RVAH-1 operated from nearly every carrier in every ocean area from the North Atlantic to the South Pacific, including combat deployments to WestPac. The *Smoking Tigers* compiled many readiness and safety records and, in the last three years, won the Arleigh Burke Fleet Trophy, CNO Safety Award, three successive Battle Es and a Meritorious Unit Commendation. A statement made by Winston Churchill might well describe the reconnaissance mission the *Smoking Tigers* so steadfastly pursued: "The great thing is to get the true picture, whatever it is."



Staff at Sea



Story and Photos by JO1 J. R. Giusti

Staff duty is synonymous with long, hard hours. To that, the 24 officers and 31 enlisted men of Carrier Strike Force Seventh Fleet (CTF-77) have added "underway and operational."

To accomplish its mission, the fleet staff routinely spends 70 percent of its time at sea away from its home base at Subic Bay, Republic of the Philippines. Only a skeleton six-man detachment is left at Naval Air Station, Cubi Point to handle mail and look after staff family matters.

While underway, staff members plow through oceans of messages and miles of charts, managing and monitoring the day-to-day operations of their two-carrier task group which monitors the entire Western Pacific and Indian Ocean.

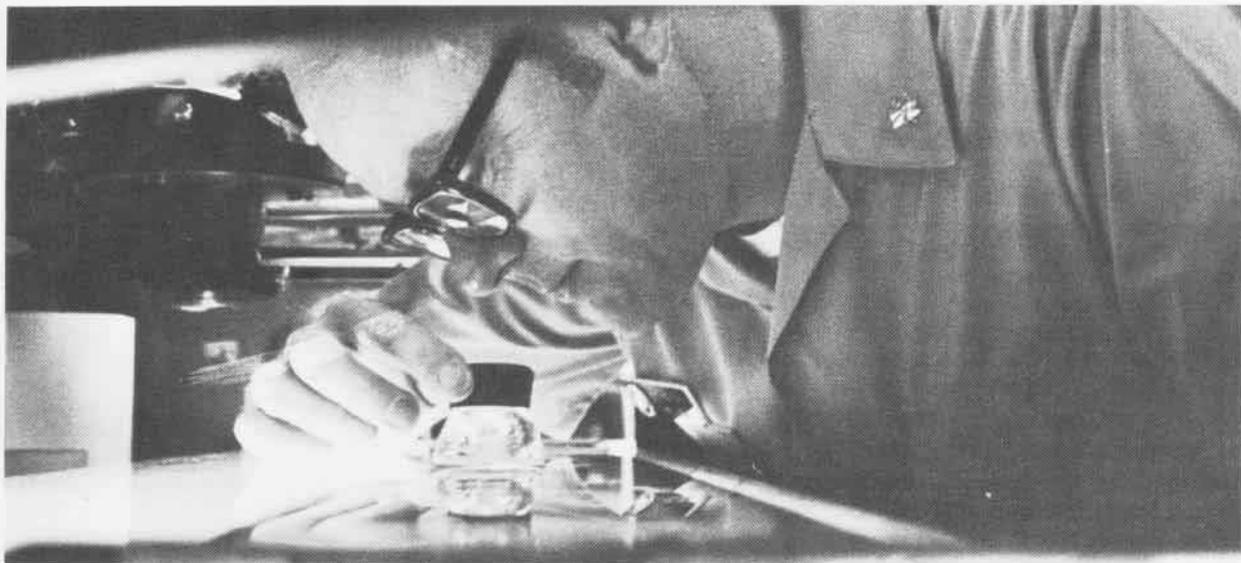
A permanent part of the Carrier Task Group is *Midway*, operating from Yokosuka, Japan. A second carrier is provided through heel-and-toe deployments between *Constellation*, *Ranger*, *Kitty Hawk*, *Enterprise* and *Coral Sea*. Under the command of Rear Admiral Ernest E. Tissot, CTF-77 is currently embarked in *Constellation*.

"Right now we have only two aircraft carriers out here, but as recently as five years ago there were six," says RAdm. Tissot.

"Our big functions are planning and coordinating during tactical operations," says Captain Charles W. Streightiff, chief of staff.

"With today's mix of aircraft aboard a carrier, we are no longer solely concerned with traditional fighter and attack aviation," the Captain adds. "The staff is a composite of officers from all Navy communities. We need this blend to handle the diversified types of operations, such as antisubmarine warfare, we're involved in today."

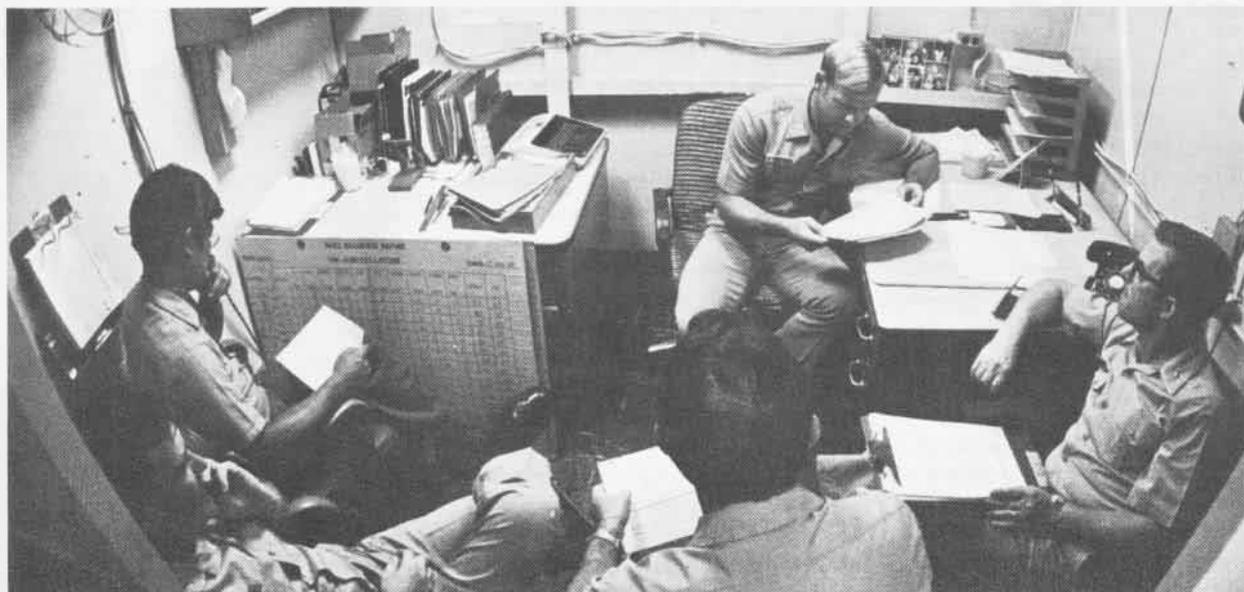
The staff merges the complex oper-



ational schedule of the two aircraft carriers and their escorts into the overall Seventh Fleet operations schedule.

"Where a carrier captain is looking at his ship's operations, my staff is looking at the employment of the carrier, along with its cruisers and destroyers, as well as other units of the Seventh Fleet," says RAdm. Tissot.

"It gets pretty busy when you try to run both carrier groups with a single set of warfare commanders," he confides. "The more units involved, the more difficult our task. But, that's the advantage of always being out here."



Most sailors are satisfied with a 20-year career, and some with 30, but one Seventh Fleet sailor has sought four decades of naval service. "I came to the conclusion, after 30 years in the Navy, to make it a career," quips the aviation machinist's mate.

Senior Chief Walter M. "Pappy" Snell, Jr., needed one more extension waiver from the Navy to reach his 40-year goal. Instead, the 62-year-old naval veteran will fall nearly two years short when he retires on May 1.

Pappy is senior chief of Tactical Electronic Warfare Squadron 132, currently deployed in WestPac aboard *Constellation*.

He began his beyond-30 quest in 1971, while aboard *America*. "We were getting ready to make a Mediterranean cruise," Snell recalls. "The last time I had been in the Med was during the war, and I wanted to make another cruise over there. So I requested a 15-month extension to go over 30."

He got the extension; however, *America* never made that Med cruise. Instead, she deployed to WestPac for 11 months to provide air support in Vietnam. And after that first extension, Pappy continued requesting waivers as each 24-month extension came to an end.

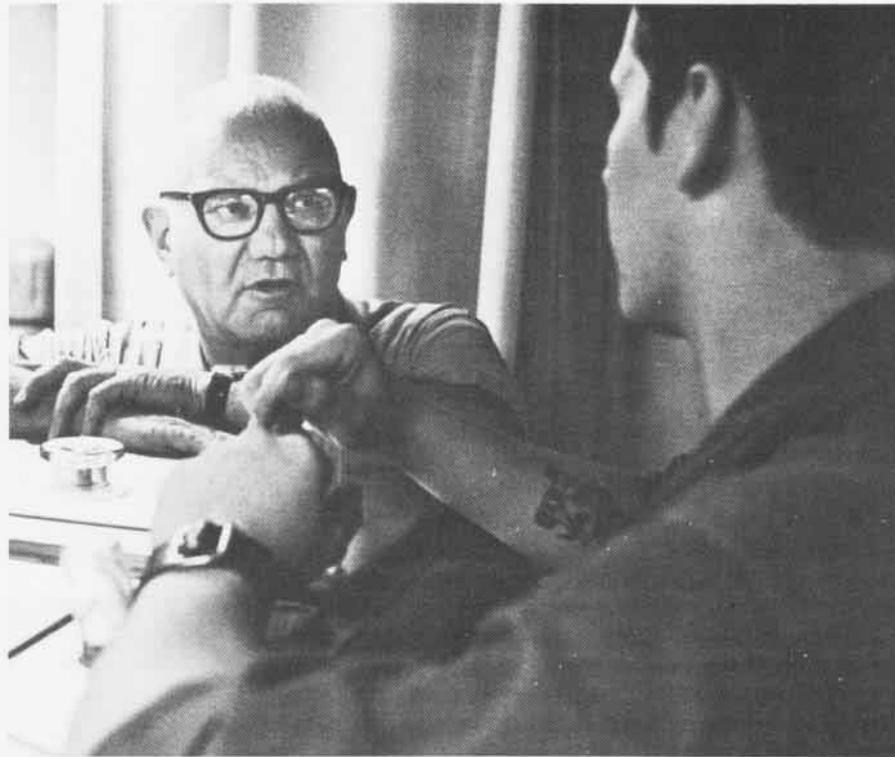
His career has spanned a third of a century in Naval Aviation, from wooden-deck flattops to the nuclear-powered *Enterprise*.

"I was 25 when I enlisted on December 1, 1941," he says. "I figured to go into the service, do my time and get out. Unfortunately, the war started. I just stayed in."

After boot camp, he reported to NAS Sand Point, Seattle, Wash. At first, he tried to become a pilot under a Navy Aviation program for enlisted men, but a former eye injury washed him out before he started.

Snell's squadron deployed to the Atlantic Fleet with the Navy's hunter-killer groups, escorting convoys and hunting German submarine packs.

"My first ship was a converted merchant ship, *USS Core*," he says. "A jeep carrier with a wooden flight deck which hung way over the hull, she rolled like a bath tub. Our job was to



40-YEAR MAN

Story by JO1 James R. Giusti
Photos by PH1 Randy Emmons

keep airplanes over the 125-ship convoy in case a tin can located a submarine."

Though not qualified as a flight crewman, Snell managed a couple of patrols when his ship wasn't on convoy duty. But Pappy faced an angry skipper for those flights. "My skipper had me grounded," he recalls. "The old man said, 'You're more important working here on the planes than sitting in a gun turret up there.'"

Try as his skippers would to keep him grounded, Pappy somehow managed to get a flight now and then.





He remembers another patrol run — during the Okinawa invasion in 1943. Instead of hunting submarines, his squadron was bombing Japanese gun emplacements in support of invading Marines. “We did the bombing with our torpedo planes but, instead of torpedoes, we were carrying 500-lb. bombs and 11-inch rockets,” he says.

By the war’s end, Pappy was a chief petty officer, a rank requiring at least 10 years to reach today. “When I came in, the Navy had only 90,000 people, and by the end of the war, we had three million,” he says. “We expanded so fast, if you were in the right place at the right time, you made out. Prior to the war, it took a seaman six years to make rate. The opportunities were there, but the Navy didn’t push education like it does today.”

Returning to stateside, Snell opted to stay in the Navy. The next thing he knew, he had 12 years and, from there, pressed on to 28.

During those years, he again saw combat — in Korea and Vietnam. In the Korean War, he served at Atsugi and Iwakuni as a maintenance chief. Still grounded, he once again found free rides on nightly bombing raids

over North Korea.

“I was with the *Lamp Lighters*. At night we would go in about 10,000 feet and drop flares. Marine night fighters would follow us in and bomb enemy ground supplies, truck convoys and bridges. But the next night, the bridges would be back, and the trucks on the road again. We would wipe them out, but when we went back the next night, those characters would still be there,” he says.

Vietnam was a different story.

As his career progressed, he found himself becoming more involved in Navy administration and paperwork. “I think a lot of us would rather work with our hands than do paperwork,” he admits.

However, as the squadron’s senior chief, Pappy finds himself the middleman between the upper command echelons and the working sailors. “After listening to the stories coming through this office, I sometimes think I’m a father-confessor and should turn my collar around.”

The senior chief claims his fatherly image and nickname came after three decades on active duty. “I’ve been called Pappy ever since I hit 30 years,” he says. “I guess they thought I was getting to be an old-timer. When my hair turned gray, that clinched it. I think a lot of it is feeling you’re old. As long as you keep your mind active, you’re not going to feel old. Right now, I probably feel like I did when I was 35.”

Even though he’s old enough to be the grandfather of the new generation of sailors, he finds little difference between them and his generation when he enlisted in 1941.

He says, “Today’s sailors aren’t really any different. They only have different ways of doing the same things, and they’re using different values.”

Even though he falls a year and seven months short of his goal, Senior Chief Snell reached eligibility for full military retirement benefits when he completed 30 years.

With his retirement, Pappy joins an exclusive brotherhood of former sailors — those whose aviation careers began on wooden decks.

Outpost Misawa

By JO2 P. T. Mullikin

Naval Air Facility Misawa is a relatively young air facility located 300 miles north of Tokyo in Northern Honshu. It was established in 1975 to provide support for P-3 patrol squadron detachment operations and fleet training requirements of *Midway*-based aircraft. But, to tell the full story of Misawa one has to go back to the earliest history of Japan known only in legend. Reliable records date back to about 400 A.D. It is thought that perhaps as early as 6000 B.C., a group of nomads from the indigenous Ainu tribe settled in the area, having been driven from their homes by invaders.

There was a succession of rulers for several thousand years. About the 14th century the Nambu family rose to power and, under their ascendancy, nine imperial horse farms were estab-

lished in the Misawa area. The climate was ideal and 8,000 to 10,000 horses were bred during each short summer season. In 1868, during the Meiji Restoration, a national horse farm was created which became a center for the Imperial Army's cavalry. This was an important period in the history of Japan, marking the downfall of feudalism and the beginning of a new, modern state.

Transformation of the area to an air base came many years later, in 1938, when the Imperial Army built a prim-

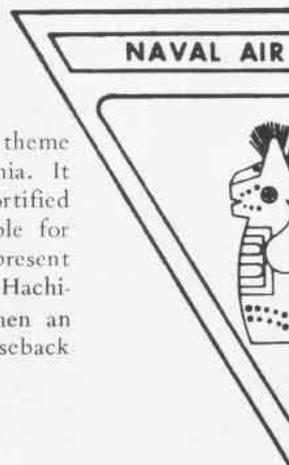
itive air strip in the heavily wooded terrain. It served as a base for long-range bombers during the full-scale but undeclared war with China. The Imperial Navy Air Corps took over the base in 1942 and used it for research and the development of training and fighter planes.

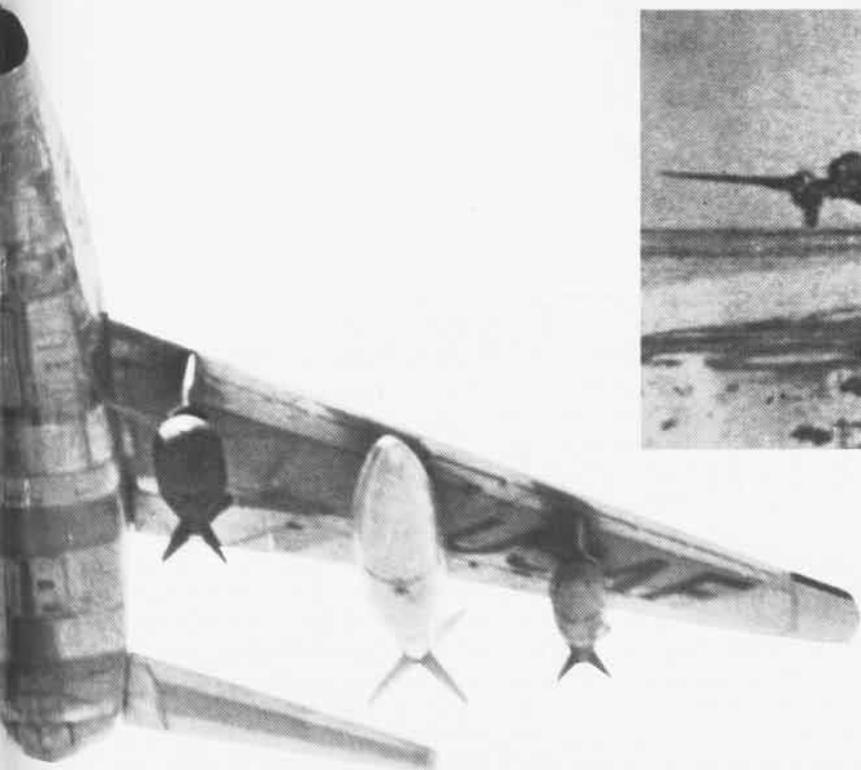
Facilities were built in 1944 for training kamikaze special attack forces. New aircraft designs were also tested at the base and many improvements



Above is NAF Misawa headquarters with P-3Cs in the background.

The Hachinohe Horse is the theme of NAF Misawa's insignia. It derives its name from the fortified port city which was responsible for protecting the area around the present air facility. The history of the Hachinohe Horse began in 1220 when an annual archery contest on horseback





were made to *Zero* and *Jack* aircraft. In 1945, Japanese pilots and crews received special instruction there in the techniques of destroying American B-29 bombers. During the last days of the war, Grumman fighters strafed and bombed Misawa, followed, ironically enough, by B-29 bombers which almost destroyed the base. Another formation of fighters finally wiped out the remaining aircraft and communications.

The American occupation of Misawa began in September 1945 when U.S. Army troops arrived. Army engineers restored the air base and during the Korean Conflict it supported USAF F-80s, F-84s and F-86s. In mid-1958, F-100Ds and F-100Fs supersonic fighter bombers were introduced. The Air Force maintained a base at Misawa until 1970 when the Navy took over with Commander Fleet Air, Western Pacific establishing

a detachment there. On October 1, 1975, the detachment was disestablished and NAF Misawa commissioned. The following year, VP squadron support functions were transferred to Misawa when NASU Iwakuni was closed.

Under the command of Captain Morton S. Winchester, the facility is host to Patrol Wing One and U.S. Naval Weather Service Environmental Detachments. Misawa maintains the P-3Cs of deployed VP squadrons, planes from *Midway's* air wing and detachments of tactical air wing squadrons from MCAS Iwakuni. Misawa's operations also include support of the Japanese Air Self Defense Force Third Wing's new F-1 aircraft, and also of daily commercial flights to Tokyo and Sapporo.



was established in the city. Soon after, local artisans began turning out reproductions of the Hachinohe Horse. It is recognized throughout Japan as typifying the frontier spirit of northern Japan, and was therefore chosen to represent NAF Misawa, northernmost naval air facility in Japan.



Above is a P-3C of a VP squadron deployed to Misawa. Photo at top of page is of a Japanese Iseiki. Plane in center is an F-100.



Golden Eagles

WWI Flying School

Not many people, members of the naval establishment included, know that the Commonwealth of Massachusetts ran a flying school in the early months of WW I. Of the more than 1,000 candidates screened by a selection committee, 152 wound up with designations as Naval Aviators.

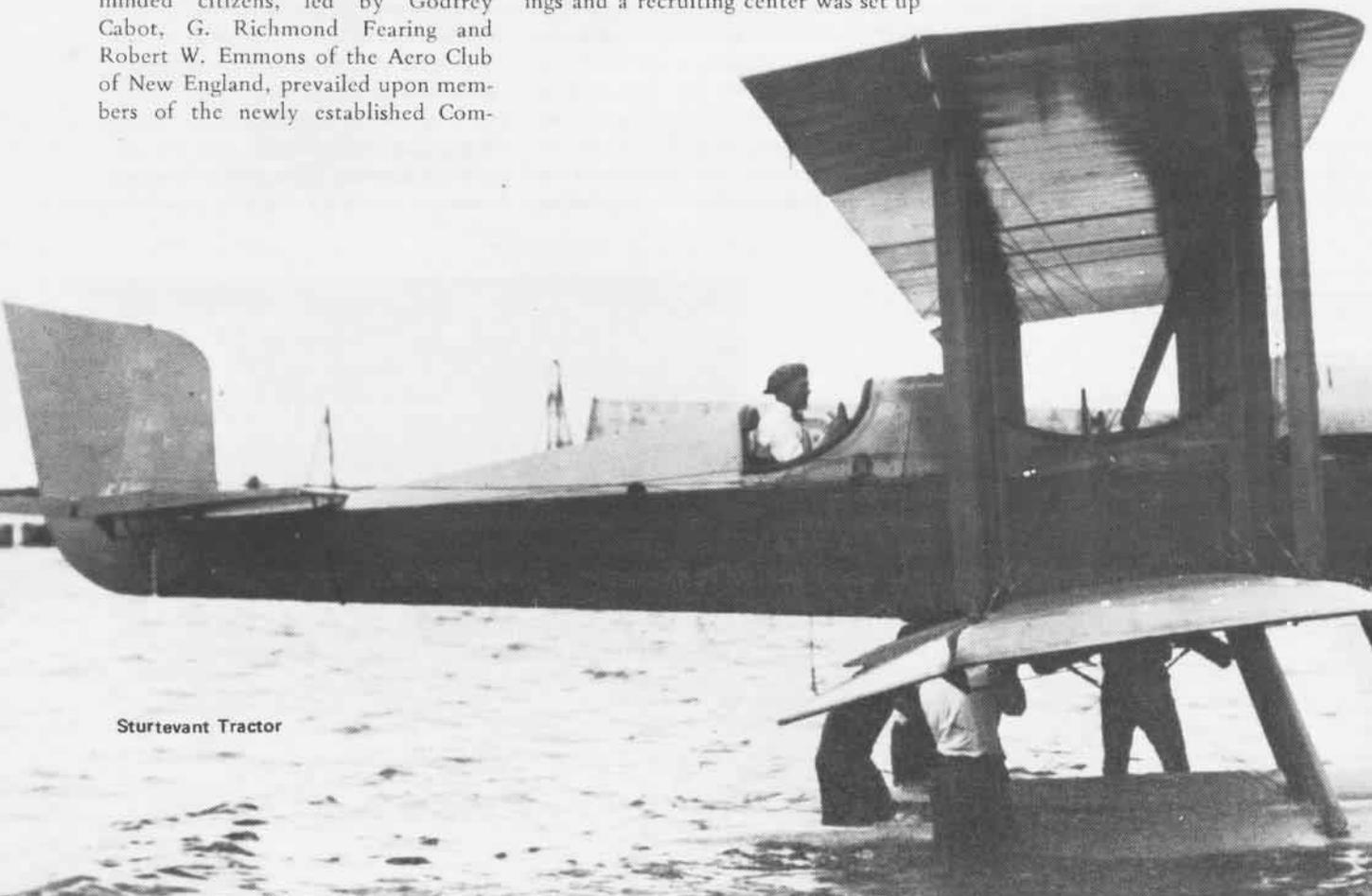
The creation of the Massachusetts School for Naval Air Service came about when a group of aviation-minded citizens, led by Godfrey Cabot, G. Richmond Fearing and Robert W. Emmons of the Aero Club of New England, prevailed upon members of the newly established Com-

mittee on Public Safety to include a flying school as one phase of its mandate to mobilize the citizens of the state for the impending conflict.

The committee was created by the state legislature in February 1917 and a Subcommittee on Naval Forces, with Emmons as chairman, arranged for the use of the old flying field at Squantum as the first step. Within a month \$30,000 was appropriated for buildings and a recruiting center was set up

in the capital. The attorney general's department of the state militia agreed to loan a quantity of tents.

The committee hoped the Navy would provide seaplanes, but had to settle for a Burgess U-2, which was owned by Godfrey Cabot and had been turned over to the Commandant of the First District for use by the school. However, the Navy loaned mess equipment for the galley and



Sturtevant Tractor

assigned two CPOs to supervise the camp and conduct ground school classes.

To aid in recruiting, a small brochure describing the proposed program was circulated through New England colleges and universities. Following a screening by the review board, accepted candidates were sent to the Charlestown Navy Yard for physical examinations and, pending calls to active duty, returned to their studies or occupations.

Meantime, T. H. Russell of the Burgess Aeroplane Company, Marblehead, offered the committee the services of W. E. Doherty as supervisor of the training program. He also recommended the appointment of Clifford Webster and Phillips Page, Burgess test pilots, as civilian instructors. Doherty envisioned the use of four seaplanes (U-2s): two for instruction, one for solo practice and one in reserve. Classes of five students would receive two hours of instruction daily and begin solo practice in two weeks.

By mid-April, construction of auxiliary buildings was far enough along, so that the committee decided to call up the first class. Recruiting had about 30 candidates, most of them holding ratings as quartermaster 1/c in the naval reserve, and, in line with a revised training program, orders went out to 20 candidates to report to Squantum on May 1.

Their first glimpses of the school were not reassuring. In the words of Henry Flower (NA #1278), "It was a cold and rainy day in May when we drove through the mosquito-infested marsh to the strip of land overlooking Massachusetts Bay (and Quincy Harbor) that was called an airfield. There was an old hangar, a few buildings under construction and rows of tents designated student quarters." A large aeroplane, resting on a contrivance fitted with cart wheels and generally identified as a *Jenny* by the new arrivals, was the only evidence of flying equipment. (The contrivance was a Strudivant Tractor similar to three acquired by the Navy in 1916.)

The first few days the students engaged in military drill, studied Morse code and tinkered with a discarded engine. They got their first taste of flying when Webster gave them get-acquainted flights in a Burgess Dunne, loaned for the occasion by the Burgess Company.

Page and Doyle Bradford, the latter also a Burgess pilot, arrived and, with a lone U-2, flying instruction began, students and instructors alternating in its use.

On May 4 steps were taken by the Navy to acquire control of the school and on May 11, in a formal ceremony, the property became the Squantum Naval Air Station. About the same

By Henry P. Lewis, NA#493

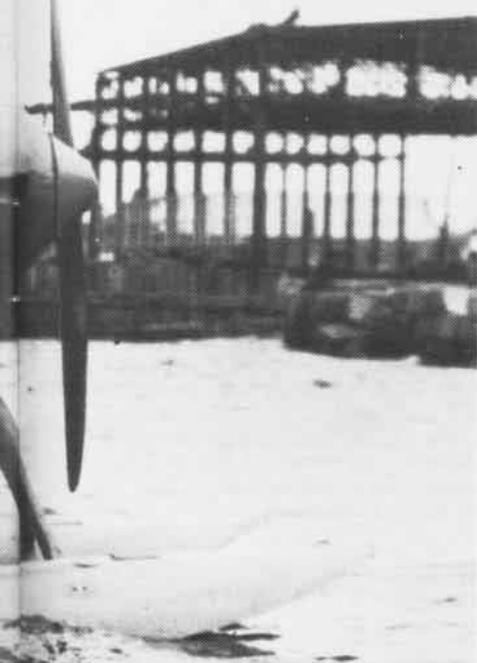
time, Page and Bradford were given commissions as ensigns in the USNR. On May 25, Lt. Earl W. Spencer (NA#20) arrived to command the station and the Massachusetts School for Naval Air Services came to an end.

However, the Navy also took over the recruiting program and began assigning the remaining candidates in the pool of young men awaiting call. Thus, in short order, a dozen students were sent to Akron, Ohio, for instruction in lighter-than-air craft and 24 were shipped off to Canada for training by the Canadian RAF at Camp Borden. On July 23, 50 of the candidates reported to MIT to begin ground school training.

Actually the field at Squantum was first used as a site for aeronautic activity in 1910 when an international air meet was held there. On another occasion, it was the site of an intercollegiate glider meet conducted under the auspices of the Harvard Flying Club. Students from Harvard, Dartmouth, Tufts and Cornell participated. Over the years, the field was used for exhibition flying and, in 1916, was occupied by the Sturtevant Aeroplane Company.

By the end of June, three N-9s had been delivered, but progress toward the students' goal of golden wings was slow because the instructors were reluctant to allow advanced students to solo. They were afraid the students would crash.

By the end of the summer of 1917, the Navy decided to decommission the station. The students crated the N-9s for shipment to Rockaway and awaited reassignments which took them to Bay Shore and Hampton Roads. Of the 20 originally assigned to Squantum, 15 fulfilled their dreams.



letters

Blue Angels Schedule

June

2-3 NAS Corpus Christi, Texas
9-10 Mankato, Minn.
16-17 Hamilton, Ontario, Canada
23-24 Fort Collins, Colo.
30 Provo, Utah

July

1 Provo, Utah
7-8 Fort Wayne, Ind.
14-15 Jones Beach, N.Y.
21-22 Rochester, N.Y.
28-29 Chicago, Ill.

August

4 Bremerton, Wash.
5 NAS Seattle, Wash.
11-12 NAS Moffett Field, Calif.
18-19 Atlantic City, N.J.
25 Escanaba, Mich.
26 Flint, Mich.

September

1 Brunswick, Maine
2-3 NAS Willow Grove, Pa.
8 NAS Patuxent River, Md.
9 NAS Oceana, Va.
22-23 Middletown, Ohio
29-30 Worcester, Mass.

October

6-7 NAS Miramar, Calif.
13-14 NAS Point Mugu, Calif.
20 NAS Meridian, Miss.
21 Lake Charles, La.
27-28 Miami, Fla.

November

3-4 Kissimmee, Fla.
10-11 Panama City, Fla.
17-18 NAS Pensacola, Fla.

Fast Food

I read an article in the January 1979 issue of *NANews*, page 24, which I strongly disagree with. It was about the fast food operation on *Saratoga*.

Hancock (CVA-19), now decommissioned, had a fast food service installed in late 1974 by the Doggie Diner fast food chain, during a yard period at NAS Alameda. The volume was not as high as on *Sara* but, just the same, it was there, also in the area designated the forward mess decks.

Johnie W. Wemken, AO1
VP-40 Q.A.

Ed's Note: A pizza in the eye of *NANews*.

O'Hare

My staff and I, avid readers of the historical sections of *Naval Aviation News* because of our own interest in early aviation in Chicago and the Midwest, were able to add to our files on LCdr. Edward H. "Butch" O'Hare from your February 1979 article, "Early Raiders." Our interest in O'Hare, of course, stems from the fact that Chicago O'Hare International Airport, the world's busiest, is within our Great Lakes region.

O'Hare airport, named in honor of "Butch" O'Hare, who lived in Chicago for a time, probably is the only civil airport with an adjunct air force base named for a Naval Aviator. As O'Hare Field on Abemamma Island in the Gilberts also is named for him, he undoubtedly is the only military aviator with two airports named for him, along with a destroyer.

As you know, the world's busiest airport remembers O'Hare and his exploits in two areas: One is a large bronze plaque in the terminal rotunda and the other is a glass-enclosed area in the international terminal, with photos and the text of his Medal of Honor citation. The prominence of Chicago O'Hare International Airport as the hub of world aviation indicates that at least one Naval Aviation hero will be remembered as long as there is civil aviation.

Thanks for publishing such a fine aviation magazine, one of interest to civilians in aviation as well as those in the military.

Neil Callahan
Public Affairs Officer
Federal Aviation Administration
Department of Transportation
Great Lakes Region
2300 East Devon Ave.
Des Plaines, Ill. 60018



Ed's Note

That's Lt. Dave Pollaty (R) of VA-34, Cdr. Gary F. Wheatley's B/N, congratulating CAG-1 Wheatley on his 1,000th trap, aboard *Kennedy*, rather than Cdr. Hugh "Tony" Merrill, C.O. of VA-72, as we erringly stated in the February 1979 issue, page 23. Merrill also got his 1,000th trap the same day — believed to be the first time two pilots reached the milestone on the same day. However, *NANews* has been informed that Capt. (then Cdr.) W. Lewis Chatham, Cdr. T. R. Swartz and Cdr. W. V. Roeser — CAG-5, C.O. of VF-161 and C.O. of VA-93, respectively, at the time — all got their 1,000th traps the same day aboard *Midway* in 1975. Can any of you readers corroborate or top this three-at-once milestone?

Reunions

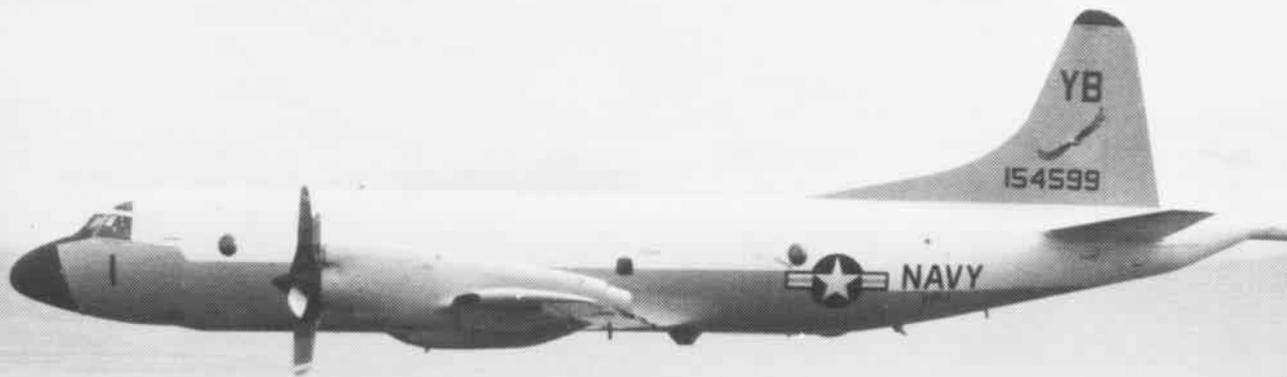
All former Blue Eagle/World Traveller Officers interested in attending the fifth annual VXXN-8 World Traveller's Ball at NAS Patuxent River, Md., on June 16, 1979, contact Lt. J. T. Hastings, VXXN-8, NAS Patuxent River, Md. 20670, telephone 301-863-4798.

The first reunion of the USS Philippine Sea (CV/A-47) Association will be held in Jacksonville, Fla., on October 19. Contact A. G. LeBaron, Box 668, Moulton, Ala. 35650, for details.

AirSho 79, sponsored by the Confederate Air Force, is planned for October 4-7. The annual four-day event will include the famous WW II Air Power Demonstration which re-creates significant air battles of WW II, Precision flying, aerobatics, CAF 1st Airborne Paratroopers and guest performers will complement the always-superb gathering of *Warbirds* on hand. For further details contact CAF Headquarters, Box CAF, Harlingen, Texas 78550.

Members of VS-23 (formerly VC-23, VA-3E and VF-3E) will hold a reunion on board USS *Yorktown* at Charleston, S.C., on July 23. All former officers and enlisted men are invited to attend. For more information contact Bob Schonhut, 7758 Barclay Ave., Charleston Heights, S.C. 29405.

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Home-ported at NAS Barbers Point, Hawaii, Patrol Squadron One is a land-based antisubmarine patrol squadron currently flying the P-3B Orion. The squadron was commissioned on February 15, 1943, as Bombing Squadron 128, flying PV-1s on ASW missions out of Floyd Bennett Field, New York. The squadron insignia commemorates the first around-the-world flight by a patrol aircraft, a feat accomplished by VP-1. Present commanding officer is Cdr. William J. Green.

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