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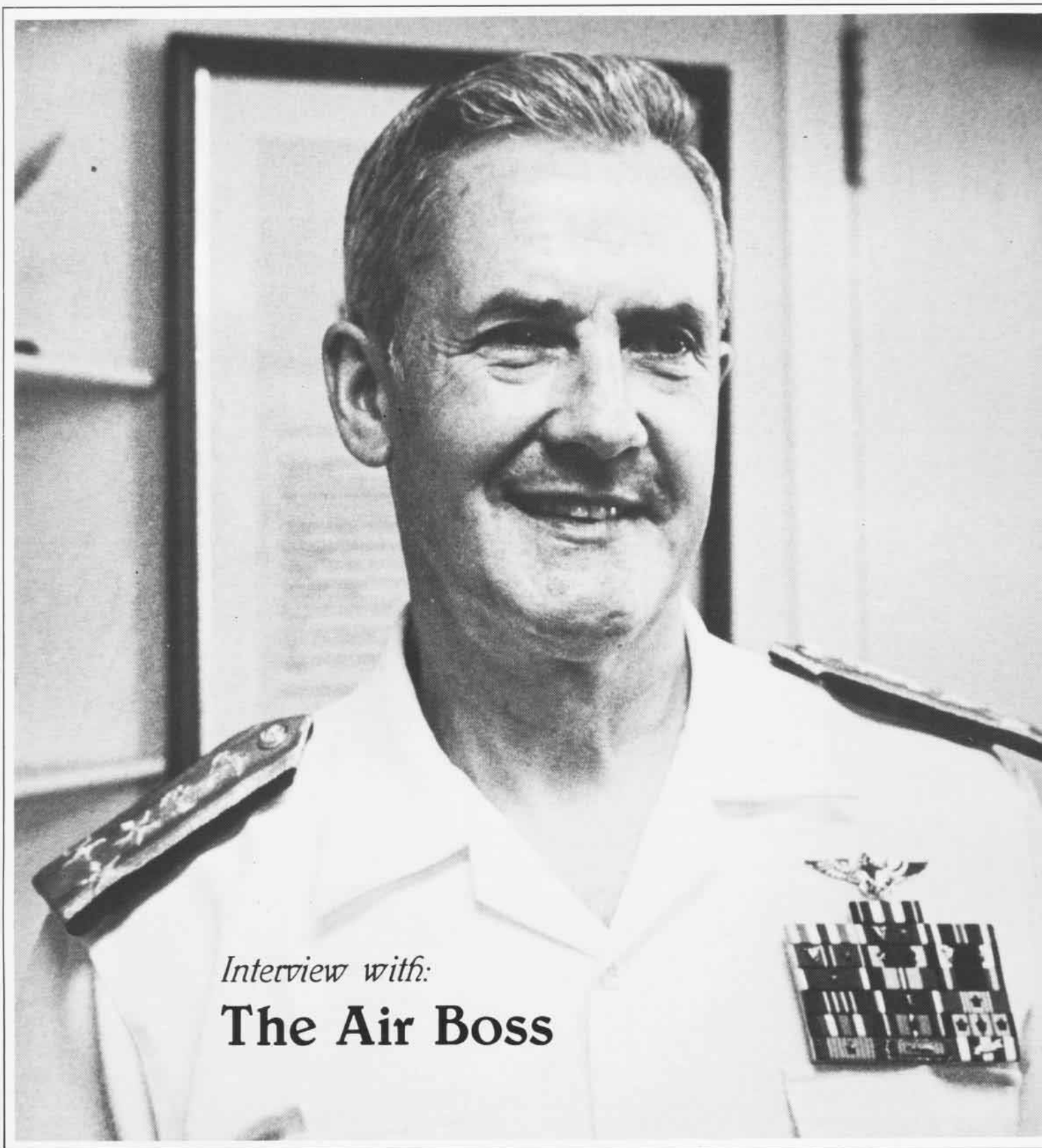
NAVAL AVIATION NEWS



Interview with:

The Air Boss

naval aviation news

Sixty-Seventh Year of Publication
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COVER—This cover portrait of VAdm. Edward H. Martin, DCNO (Air Warfare), was shot by *NANews'* prolific Assistant Editor, JO2 Timothy J. Christmann.

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The "Air Boss" of the Navy is VAdm. Edward H. Martin, DCNO (Air Warfare). A Naval Aviator's aviator with more than 10 years of command tours, he now works the E-ring of the Pentagon looking out for Naval Aviation with definite ideas on what needs to be done. Page 4.

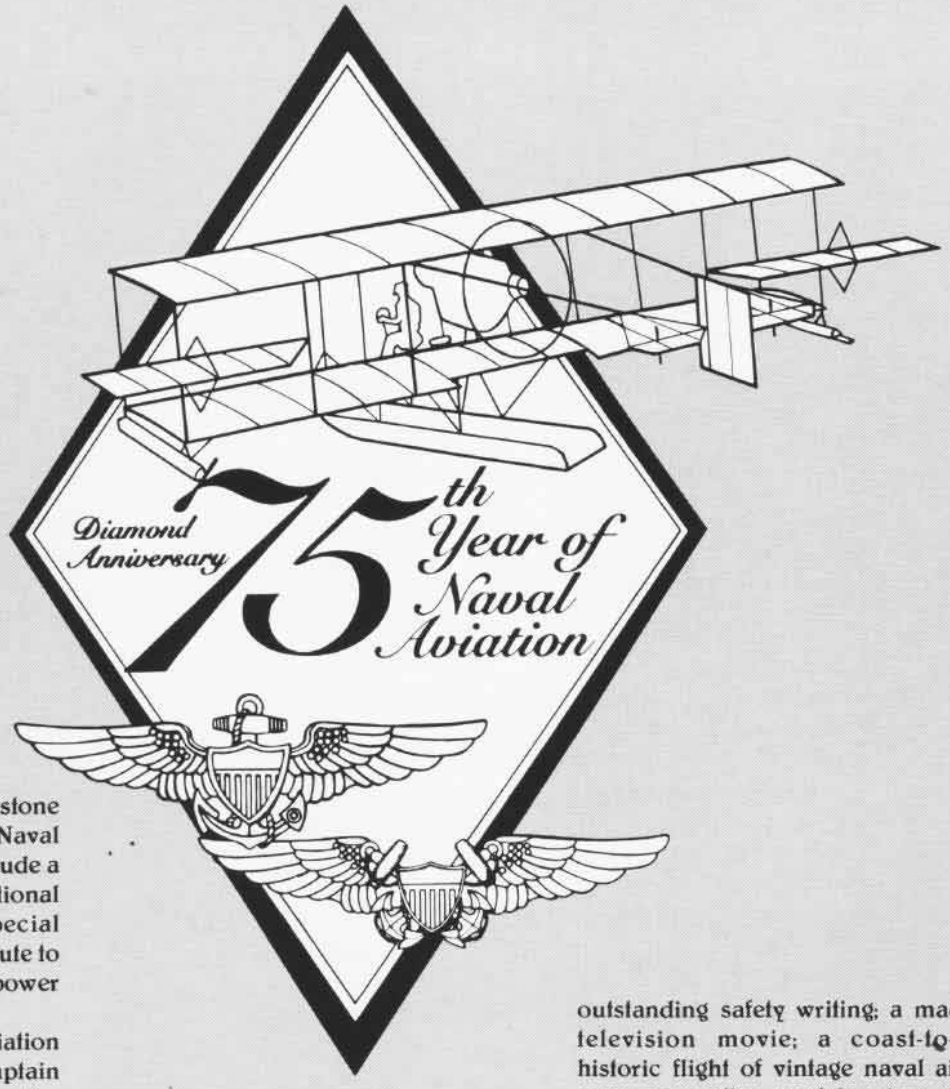
To fly Navy or fly airlines? That's a tough question for many first-tour Naval Aviators to answer, and retention is feeling the pinch. Making the right decision requires the right stuff — facts. *NANews* offers a few, beginning on page 10.

David S. Ingalls, the Navy's first — and only WW I — ace, is dead at the age of 86. He died from a stroke on April 26 at his home in Chagrin Falls, Ohio. His long and distinguished career is a legacy of a great Naval Aviator. Page 13.

The first three Israel-built *Kfir* fighters were accepted by the Navy last April at VF-43, Oceana, Va. To be used in the adversary role to simulate Soviet MiGs, the aircraft promise to present new and realistic challenges to Navy fighter pilots. Page 14.

"Strike University" — the Naval Strike Warfare Center at NAS Fallon, Nev. — will be one year old in September. Established to make better attack leaders the way Top Gun makes better fighter pilots, it offers outstanding training in the art and science of strike aviation. Page 18.

The A-7 *Corsair II* is a Navy light attack workhorse that will be serving well into the 1990s. The East Coast A-7 driver begins his training at VA-174, NAS Cecil Field, Fla. Read why the squadron is "On Target for Readiness." Page 20.



Nineteen Eighty-six will be a milestone — the 75th Anniversary of Naval Aviation. The celebration will include a year of local, national and international ceremonies, programs and special events designed to give proper tribute to three-quarters of a century of air power at sea.

The actual birthday of Naval Aviation is May 8, 1911, which is when Captain William I. Chambers ordered two Curtiss biplanes. One later became the Navy's first airplane and was designated the A-1. Chambers at the time was responsible for aviation matters in the Department of the Navy.

Planning for the commemorative year's festivities was initiated in the fall of 1984 by the Deputy Chief of Naval Operations (Air Warfare) and Commander, Naval Air Systems Command staffs. When Vice Admiral Edward H. Martin, DCNO (Air Warfare), came aboard in February 1985, he ordered that the planning be shifted into high gear. One of his first decisions related to the program was to officially approve the 75th Anniversary of Naval Aviation logo (above), designed by Mr. Charles C. Cooney, *NANews'* Art Director.

Captain "Dick" Knott (OP-05D) was given the nod to be responsible for managing the program at the national level and, to assist him in this effort, a special staff of four officers and an administrative assistant was created to handle the details of the program. The 75th Anniversary of Naval Aviation Staff (OP-05D75) will coordinate every aspect of the year-long, Navy-wide program.

The anniversary year officially begins at the National Air and Space Museum in Washington, D.C., in January 1986. A week-long celebration will take place at Naval Air Station, Pensacola, Fla., beginning May 5, and will include sporting events, sailing regattas, fishing tournaments, historical tours, a Hall of Honor enshrinement at the Naval Aviation Museum, banquets, a grand gala at the new Pensacola Civic Center, and many other activities.

In Washington, the 75th Anniversary Staff has several projects planned to include: reenactment of the first transatlantic crossing by air, which was made by the Navy's NC-4 in May 1919; the unveiling of the Grampaw Pettibone Trophy to be awarded annually for outstanding safety writing; a made-for-television movie; a coast-to-coast historic flight of vintage naval aircraft; commemorative medals, pins, stickers and souvenirs; a national model-building contest; Naval Aviation art program; talk show appearances; extensive media coverage of the commissioning of USS *Theodore Roosevelt*; and many others.

The DCNO (Air Warfare) 75th Anniversary Staff will provide guidance and assistance to individuals and groups who wish to conduct local and regional programs, and to act as the central clearinghouse for all activities related to the 75th Anniversary. The two instructions that set policy for the program are SECNAVINST 5060.23 of February 15, 1985, and the soon-to-be-released OPNAVINST 5060.15 of April 3, 1985.

The anniversary staff can be reached at autovon 288-4407 or commercial (202) 433-4407, or write to the 75th Anniversary of Naval Aviation Staff, OP-05D74, c/o *Naval Aviation News*, Bldg. 159E, Room 512, Washington Navy Yard Annex, Washington, D.C. 20374-1595.

Grampaw Pettibone

Bronco Busters

A section of OV-10s arrived at the initial point for landing at home base following a night ordnance training mission in good weather. The flight was at 4,000 feet, which is 1,500 above specified initial point altitude. Both lead, a pilot under instruction, and the wingman, the pilot in command (PIC), had condition levers in the takeoff and land positions. Due to configuration differences, lead's drag index was 42, the wingman's 10. Prebriefed descent speed was 150 knots but, since the section was high, lead increased rate of descent by increasing speed to 175 knots and further reducing power to between 800 footpounds of torque and flight idle. The wingman was at flight idle but began to overtake lead and increased lateral separation from parade position.

Lead began leveling off at 2,200 feet but the wingman continued to overtake him and transmitted "power." The wingman's forward speed at this time was plus 10 to 15 knots. When the wingman's vertical stabilizer was 10 feet in front of lead's nose, both *Broncos* started converging. The wingman went under lead's *Bronco* and shortly thereafter collided with it. The wingman's aircraft pitched nose down. The PIC tried but failed to regain control. He and his copilot ejected with the OV-10 nearly vertical to the ground. Lead rolled right, nose down. He could not control his bird either so he and his rear seat observer also ejected. Although injured, all four flyers survived. Both OV-10s were destroyed on impact.

Grampaw Pettibone says:

Ragin' reptiles! Why not make a descending turn before initial? If you gotta get down in a hurry, at least give your wingman some power to play with, especially when it's dark out.

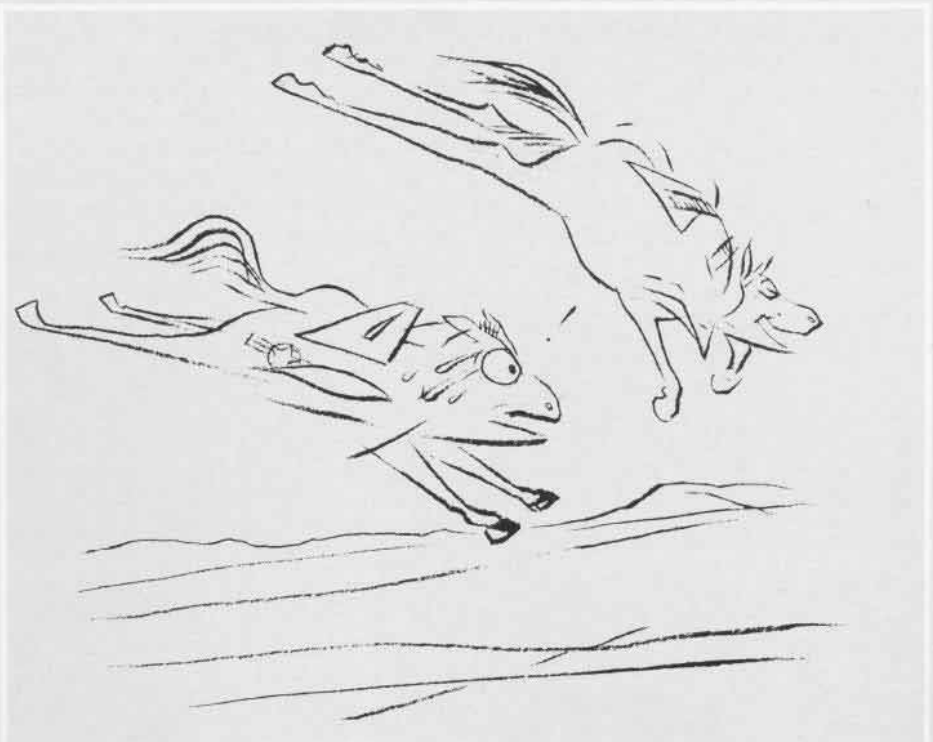
The pilot under instruction was in that stage of replacement aircrew training when, says the report, it's a common error to increase rate of descent by increasing airspeed at minimal power. You instructors out there, let's make that common error *uncommon*. More important, don't get trapped beyond the point of no return by one of your charges. Communicate. Break away if need be. Don't press it. Two healthy *Broncos* will buck no more, I'm sad to say.

Mentors' Mistakes

Scene: traffic pattern at a busy Training Command airfield. Players: three T-34C *Mentors*. Time: dusk.

Number One entered the break for landing. The tower told him to take interval on number Two, on a waveoff, who was at One's three o'clock low approaching crosswind. Inbound for a practice precautionary emergency landing (PPEL) was number Three. One said he had Two in sight. A few seconds later Three reached high key. The tower told Three to "follow the T-34 approaching the upwind numbers downwind," meaning number One. But Three thought tower meant Two because he didn't see One. (Hang on, reader.)

As Three approached the perpendicular position of the PPEL, tower inquired if



ILLUSTRATED BY Osborn

he had his interval at one o'clock low. "Affirmative," replied Three, still thinking it was One. (He was looking at Two). One was beneath the nose of Three.

Two, approaching the 90, was cleared to land. Eight seconds later, One called abeam and was also cleared to land second in sequence after Two. Ten seconds later, Three called past low key and was cleared to land, third in sequence.

At this point the IP in Three was concerned because he was aware of only one other *Mentor* in the pattern ahead of him, number Two, on short final, never having visually acquired One.

Three transmitted, "Tower, if we're number three [to land], I don't have the interval, am I number two [to land]?"

Just then, Two crossed the threshold. According to air traffic control standard operating procedures, Two was dropped from the landing traffic count. Tower thus replied to Three, "You're now number two [to land]." Three was still unaware of One and seeing Two cross the threshold counted him as one (to land) and himself as two (to land).

Meanwhile, the student in One was in a wide, low slow approach, in effect keeping his bird out of Three's field of vision. Three's left wing was up for the PPEL profile.

The tower controller's attention now shifted to an aircraft calling for the break.

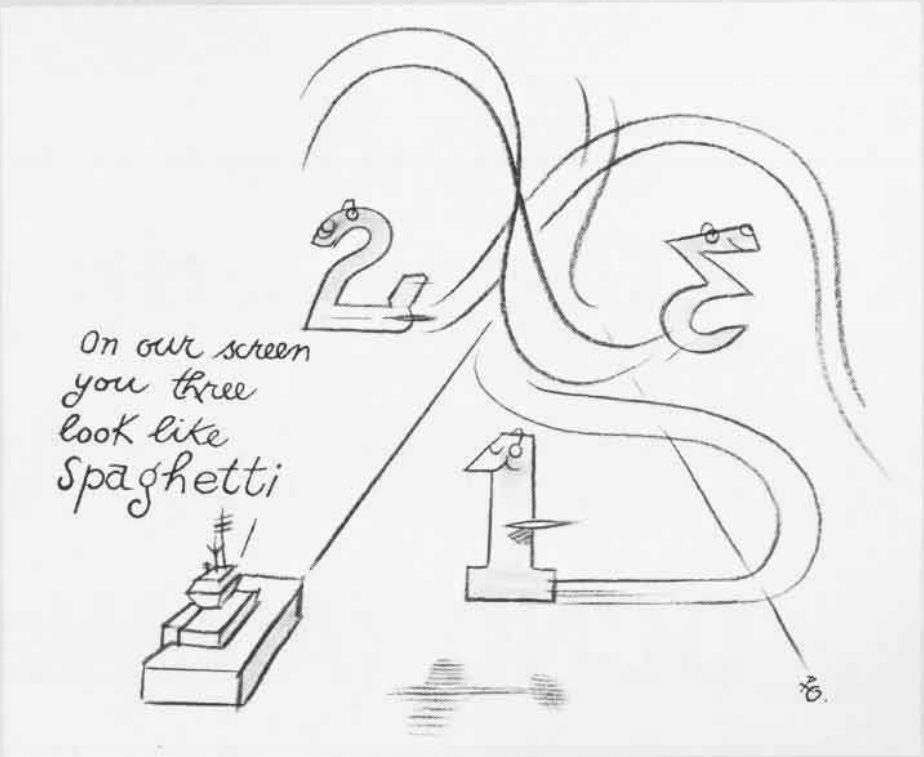
Thankfully, an alert assistant runway duty officer (RDO) saw two T-34Cs on final and quickly warned the RDO who reported, "Tower, we have two on final."

This transmission prompted One to look up, whereupon he saw a *Mentor* descending on top of him. One chopped the power and touched down short of the RDO cart. The tower controller ordered Three to wave off, which he did, missing One by an estimated 15 feet.

Grampaw Pettibone says:

Bring on the bicarb! You can't cut it closer than this. Goes to show that there are days (and nights) in Naval Air when its three-dimensional chess time out there. Use all your senses – eyes, ears, intuition, whatever – to keep clear of each other, especially around airfields where traffic is as busy as bees around a hive.

Also, know that once an aircraft passes the threshold to land, it's no longer in the sequence count.



Tow Tractor Tragedy

The duty office in an S-3A squadron, bypassing maintenance control, ordered the line crew to transport an anthropometric dummy to a *Viking* on the flight line for the day's first flight schedule event. The airman who received the call told his supervisor he would take the dummy to the aircraft. He obtained a tow tractor, gathered up the dummy from the tool room, and placed it in the passenger seat of the TA-75 tractor.

The airman was observed traveling at excessive speed en route to the line shack, where he asked the line supervisor for assistance in loading the dummy into the *Viking* and was told personnel were available at the aircraft.

He stopped near the port horizontal stabilizer where the line watch confronted him regarding excess speed. The airman replied, "The only time I get to drive is in the morning before work because I do not have a license." Whereupon the airman accelerated rapidly into a sharp left hand turn around the tail. The dummy began to topple from the tractor in the turn. Distracted by this, the airman rose in his seat and, looking to the right, reached for the dummy. About 20 feet from the nacelle of the starboard engine, the tractor straightened out. It was moving at about 20 mph. The airman turned his head forward and in the next instant was crushed between the lower portion of the starboard engine nacelle and the top of the TA-75 tow tractor. He suffered multiple injuries and died.

Grampaw Pettibone says:

This one scores the soul! A characteristically jovial young man volunteers for a job but does it so recklessly he loses his life in the process.

The airman didn't have a support equipment (SE) license because he didn't possess a government motor vehicle operator's ID card or a valid state driver's license as required by OPNAVINST 4790.2C. He was designated a plane captain during an earlier shipboard deployment. The requirement for an SE license was waived until return to home base. Line division personnel, including the leading petty officer, *presumed* the airman had the necessary license. In fact, superiors unknowingly had assigned the airman tractor-driving tasks.

Folks, Ole Gramps must say again the bottom line: Drive safely! That's a given. But before that – before the yellow gear is allowed to move – make sure the people in the drivers' seats are trained and authorized to be there. The check and balance system in this unit fell through the crack with horrible results. How's your system working?

NANews Interview

Vice Admiral Edward H. Martin, DCNO (Air Warfare)

Photos by JO2 Timothy J. Christmann

Vice Admiral Edward H. Martin, born in Savannah, Ga., graduated from the U.S. Naval Academy in 1954 and was designated a Naval Aviator in 1955. While assigned to VA-34, his A-4 Skyhawk *was hit by a surface-to-air missile on July 9, 1967, over Hanoi, North Vietnam. He was captured by the enemy and held for five years and eight months as a prisoner of war.*

After graduating with distinction from the National War College, VAdm. Martin went on to command USS Canisteo *(AO-99) and then skippered USS* Saratoga *(CV-60). Following a tour as Chief of Naval Air Training, he served as Commander, Carrier Group Four. From September 1982 to May 1983, he was Commander, Battle Force Sixth Fleet and Commander, Carrier Group Two. VAdm. Martin served as Commander, Sixth Fleet prior to relieving Vice Admiral Robert F. Schoultz as Deputy Chief of Naval Operations (Air Warfare) in February 1985. The job gives Martin the responsibility for establishing policy on the conduct of naval air warfare and determining plans and requirements for naval aircraft, air weapons systems, aircraft carriers and specified aviation type ships. He is also the principal advisor to Admiral James D. Watkins, Chief of Naval Operations, for all matters involving Naval Aviation.*

NANews: After coming to Washington following 10 years of command tours, what are your goals as Deputy Chief of Naval Operations (Air Warfare)?

Martin: My principal goal as DCNO (Air Warfare) is to ensure that we continue to have a Naval Aviation force that is modern and capable of responding to any possible contingency or commitment in defense of this nation; that Naval Aviation continues to play the key role in our deterrent policy and that we continue to be completely integrated in our efforts with all other communities of the Navy. Also, that we all work together as one Navy and concurrently expand and improve upon our interoperability with our sister services and our allies. In sum, I hope to ensure that we have the best possible Naval Aviation force available to meet any foreseeable contingencies in the years to come.

One of my primary peacetime goals is to make sure that we have the safest operation within Naval Aviation that is humanly possible. Aviation safety is an "all hands" evolution. Each and every individual in Naval Aviation must be involved in and committed to safety if we are to continue to reduce the mishap rate. I will take every opportunity to stress the importance of involvement and will continue to place the highest priority on our safety efforts.

NANews Interview

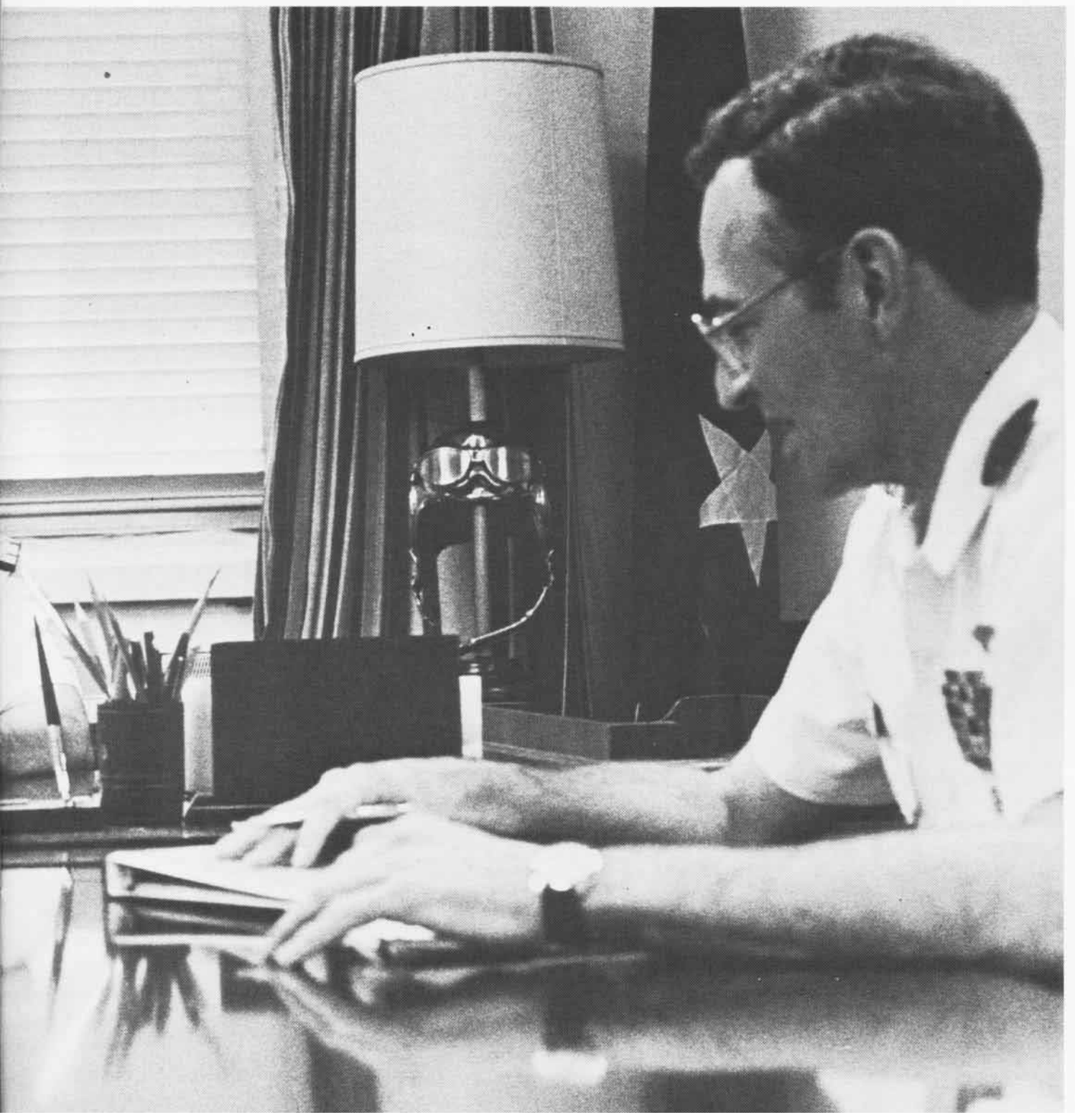
What is the state of Naval Aviation today, in your opinion?

Naval Aviation today is in the finest state it has been in many years. The equipment we have is modern but we must continue our efforts in this regard. Some of our older aircraft whose basic airframes are not new continue to be upgraded with state-of-the-art systems. The personnel we have in Naval Aviation today are the best ever and last year was the safest year in Naval Aviation history. We had an accident rate of 3.31 per 100,000 flight hours. By contrast, when I started flying in 1954, the accident rate was about 55.5 per 100,000 flight hours. That year, there were some 526 fatalities. We must continue in our very positive efforts to reduce the needless loss of lives and the costly weapons systems that are today's aircraft. Naval Aviation is more professional, more capable and has a brighter future now than it has had in its history.

Is there a problem with retention among Naval Aviators? If so, how do we deal with that problem?

Obviously, we would like to retain as many of our fine aviators as possible. From time to time, we do have problems in retaining Naval Aviators and this is largely due to the state of the economy coupled with airline hiring practices. As many people know, the airlines are hiring now at a high rate. Interestingly, we recently received a letter from an airline pilot who is a former Navy pilot. He invited Naval Aviators to take a look at the complete picture relative to flying with the airlines in contrast to the camaraderie and the sense of job and organizational satisfaction that they get in flying with the Navy. His letter was in the context that the grass appears greener on the

VAdm. Martin meets with two members of his staff in his office at the Pentagon.



Right, VAdm. Martin chats with RAdm. Paul Gillcrist, Asst. DCNO (Air Warfare). Far right, Martin speaks to a roomful of Naval Aviators during a luncheon March 26 at the Officer's Club on the Washington Navy Yard, Washington, D.C.

other side of the fence. We want to retain more people, and we want to retain the best. We have been doing quite well in this regard, but we can do better. It costs about $1 million to train a pilot. So, for any pilots that we lose, we must train others to replace them, and this is expensive. Also, when a Naval Aviator leaves the service, he has matured greatly since he first received his wings; therefore, we reduce our overall capability if we have a low retention rate. We would like to keep more Naval Aviators, and we intend to do so by making their careers more attractive.

In this regard, we want to ensure Naval Aviators enjoy the maximum in job satisfaction — that their service to their country and the Navy is as personally enjoyable and rewarding as possible. In short, I want to make Naval Aviation a great place to pursue a career.

Does the Chief of Naval Operations propose to cut back on aircraft carrier deployment time?

Yes. We are doing our best to reduce the operational tempo and the deployment time of our carriers. One of the biggest factors in terms of career satisfaction with Naval Aviators concerns family separation. We recognize that part of being in Naval Aviation is to deploy aboard carriers, but with some degree of reasonableness vis-à-vis the international tensions. We are taking steps to reduce the time that carriers are deployed away from their home ports. These are very positive steps, and I think they will pay substantial benefits.

The Naval Strike Warfare Center (Strike University) is almost a year old. How is the institution working out?

Strike University is working extremely well, and it will provide a repository of expertise from which Naval Aviation can draw in order to be better prepared to perform the all-important power projection mission and to prevail. At Strike University, we will train people in the total power projection role and I am encouraged and enthused about the manner in which this innovative organization is progressing.

The Soviet Union is building a large-deck, nuclear-powered aircraft carrier. In your opinion, how will this change the Soviet strategy and ours?

The Soviet Union embarked many years ago on building modern, blue-water, strategic naval forces — forces that far exceed the Soviets' requirement to defend their homeland. The Soviets now are using their Navy and moving outward. By doing so, they exert a certain amount of political and military

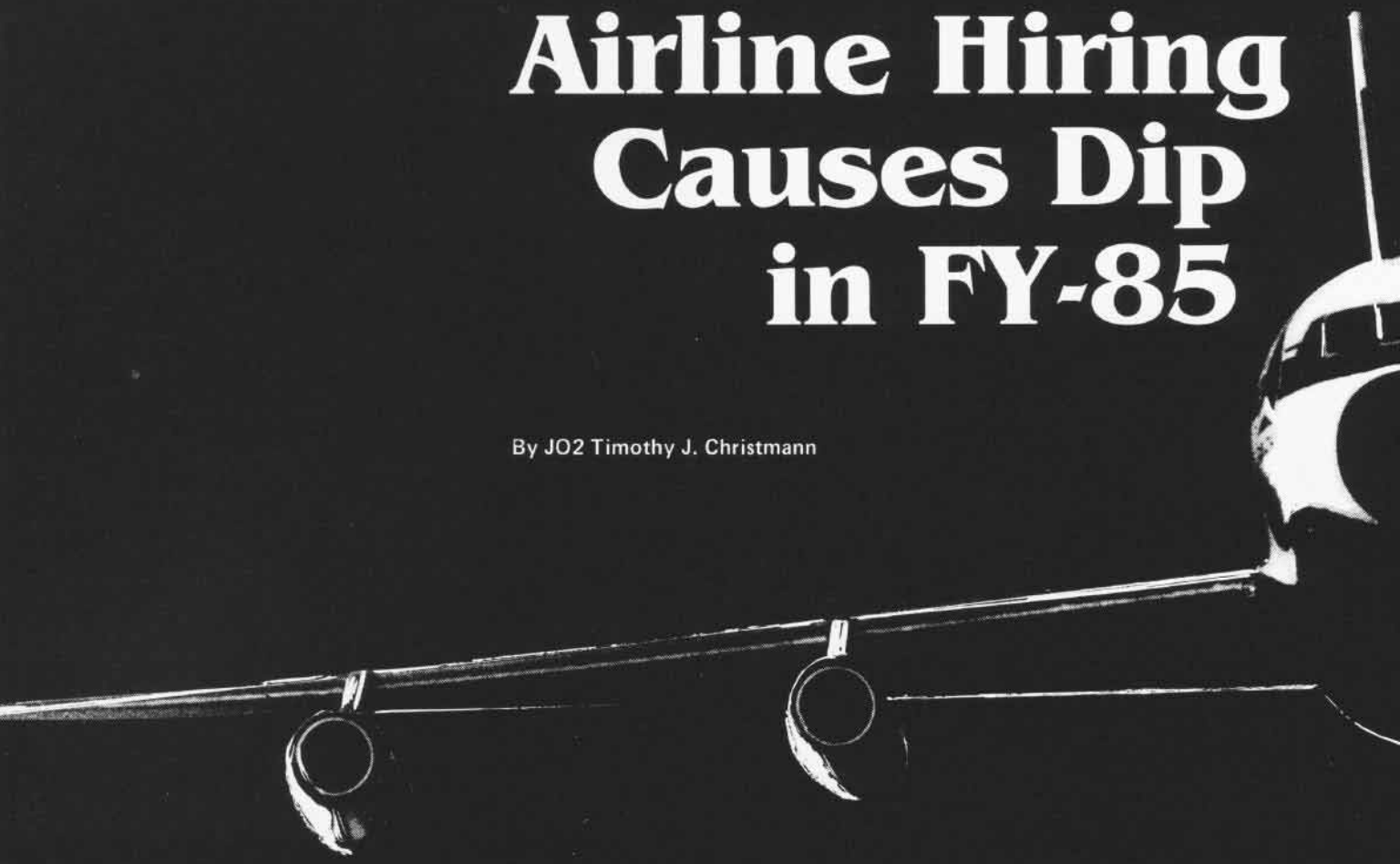
influence in the far reaches of the world. The Soviets are becoming an increasing and more capable threat each day. They have modern equipment and they're expanding rapidly. The nuclear carrier the Soviets are building will provide a new dimension of naval strength compared to anything the Soviets have had before. I think it will be a long time before the Soviets approach our carrier capabilities. We do not know enough about the Soviet carrier today to effectively hypothesize as to how they will use it. Nonetheless, it is another step by the Soviets in their attempt to have an expanded and capable blue-water Navy. The fact that the Soviets are exhibiting such an interest and expending such an effort to develop a nuclear carrier attests to their recognition of the value of our potent carrier force. The best insurance that we can have against the Soviet Union with its increasing naval strength, and thereby deter aggression and adventurism, is to remain strong with national resolve.

The 75th Anniversary of Naval Aviation will be celebrated next year. Why is this year-long celebration important? Why should Naval Aviators and U.S. citizens care about it?

Naval Aviation officially began with the Navy's order for two Curtiss biplanes on May 8, 1911. Since then, Naval Aviation has contributed much to the defense of this nation. It has a very proud tradition, and we in Naval Aviation should celebrate the 75th anniversary in a manner that is fitting to the accomplishments of so many men and women who have served over the years. We have scheduled a series of events to take place in 1986 that will well recognize the organization of which we are members. These events are also a means of expressing appreciation to all the men and women involved in Naval Aviation who are serving around the world, so far away from their families and loved ones, in the defense of the freedoms that we all enjoy. ■

Airline Hiring Causes Dip in FY-85

By JO2 Timothy J. Christmann



It's that time again. Time for some Naval Aviators to trade in their helmets and fast jets for 747s and soft airline hats. The word is out. The airlines are hiring, and they're luring top-notch pilots and NFOs away from the best flying in the world with promises of better pay and little family separation.

Over the past several months, however, many newspaper and magazine articles have painted an unfair picture of this situation. According to them, it sounds like Naval Aviation is experiencing one of its worst retention problems in decades. It isn't. In fact, according to the Naval Military Personnel Command, readiness is high. Sea-going carrier squadrons are manned at 100-percent capacity, and overall pilot manning throughout the fleet is good.

Still, Naval Aviation is experiencing a downward trend in pilot retention. The projected FY-85 pilot retention rate is 53 percent, three less than the FY-84 rate of 56 percent. However, the FY-85 figure is healthy when compared to FY-80's retention rate of 30 percent.

Over the years, the Navy has been able to help maintain a good retention rate by offering junior aviators a $36,000 bonus for six years of service, or $24,000 for four years. The Aviation Officer Continuation Pay bonus was paid originally in annual $6,000 installments. But last February, Secretary of the Navy John Lehman gave eligible pilots the option of taking the bonus in either installments or as a lump sum. This offer is principally targeted to TacAir pilots who fly fighter/reconnaissance, medium and light attack, antisubmarine warfare, and early warning aircraft.

The only problem with the new lump-sum initiative, according to some Naval Aviators, is that once accepted it reduces their Aviation Career Incentive Pay (flight pay) by $94 per month during the four or six-year contract. Despite this, and other smaller complaints, most aviators seem to favor the larger $36,000 bonus

Retention Rate

and feel it is one way of keeping quality pilots in the Navy.

"I think it will help keep in the individuals who are on the border line — who are caught in the conflict of making a decision of whether to stay in or get out," said Lieutenant Martin Smith, a pilot with VS-24, who is eligible for the bonus this fall. He added that most aviators in VS-24 are satisfied with their flying careers and like the bonus and the Navy's job security instead of the uncertainties involved with flying for a commercial airline.

"The airline industry is too unpredictable," said Lieutenant Garry Simpson, a pilot for VF-103, who will be eligible for the bonus this summer. "Sure, they may hire 6,000 people this year, but in the next couple of years they could furlough 6,000. I like having some stability in my life, and I don't like the idea of being furloughed 10 years down the line when I'm near 40 because the airline industry falls on its butt."

Simpson, who has 1,300 flight hours and 175 traps, has been tempted several times to work for the airlines. In fact he's had a couple interviews with airline representatives which he said went very well. But after much deliberation, he decided to stay with the Navy.

"The airlines have a lot of attractions," said Simpson, 28. "You don't have to go to sea, and you aren't away from home very long. Another thing is that after the first few years you're going to make in excess of $50,000. That's very tempting," he added. "In fact, the money is why I asked for interviews initially. However, on the opposite side, the oil prices could suddenly go up and the airlines could fall. Yet regardless of what the economy does, Naval Aviators are still going to be paid the same amount. And, unlike airline pilots, we aren't going to get furloughed. Besides that, I like flying the F-14 *Tomcat*, and I don't think I'm going to get that kind of excitement flying a greyhound in the sky."

Lieutenant Commander Richard Swacker, formerly the operations officer for VT-4, left the Navy several months ago to fly for a major airline. Prior to his assignment to VT-4, however, he was furloughed by the same airline and came back into the Navy. During that period, he said junior officers used to come up to him all the time and ask him what it is like to fly commercially.

"I told them that flying a 727 as a flight engineer is so exciting that sometimes the most important duty is eating lunch," said Swacker, who served with VS-29 and VS-41 as a copilot before leaving the Navy initially in 1978. "There is no camaraderie, nothing even remotely compared to that found in Navy squadrons. And many aviators fail to remember that the civilian community has its pluses and minuses as does the Navy."

Swacker spent three and a half years away from the Navy before he returned as operations officer with VT-4. But, after consulting with his senior officers, he discovered that his long separation from the Navy dampened his chances of one day commanding a squadron. So, he went back to the airlines.

Unlike Lt. Simpson, Swacker said that aviators getting out of the Navy shouldn't expect big salaries.

"The pay scales of the airlines, partic-

ularly the major ones aren't as financially lucrative as they used to be," he added. "That's just a fact of life. The main thrust of airline pay is low and the hours are longer. Even now coming off active duty, I'm not taking home quite as much as I did as a lieutenant commander, even though I'm a copilot on a DC-9. You have to remember that there are quite a large number of tax breaks you get being in the military that a lot of people don't realize."

In an April 1985 letter to Rear Admiral David Harlow, Commander, Naval Military Personnel Command, a former active-duty Naval Aviator who is now a pilot for a major commercial airline wrote that he is "surprised" some Navy pilots and NFOs are opting for airline careers.

"I left active duty in 1977 and was hired by [a major airline] in 1978," the pilot wrote. "The first two years were upbeat. But then deregulation and poor economic conditions started a slide in airline pilot pay and working conditions that is accelerating even now."

The pilot added that he earns 15-percent above what he would be making on active duty. "But that's not good, considering the earning power I've lost putting up with nine months of no work while trying to land an airline job, one year of poverty-level probationary salary, a two-month mechanics strike, a two-and-a-half-year layoff in 1981-83, and the strike I'll probably be on myself in a month or two."

The pilot said that his company is currently demanding a 24-percent pay cut of all present pilots, and wants to pay all pilots hired after a certain date one-half of the present pay scale for the rest of their careers.

"I think Secretary Lehman's bonus will work in keeping aviators in," said Swacker, who is currently trying to get into a reserve squadron at NAS Dallas. "Aviators are going to have the option now of finishing a 20-year tour with the Navy and still be able to get on a commercial carrier. They'll be able to step right out of one uniform into another."

"The bonus is terrific," added Lieutenant David Frederick, a bombadier/navigator with VA-42. "It definitely influenced my decision of staying in the Navy."

It seems, however, that many Naval Aviators aren't asking for more money as much as another overriding concern — less family separation.

"Going on deployments isn't the only reason for my leaving the Navy, but it's the most important," said Lieutenant Stephen Harden, an instructor at the Navy Fighter Weapons School, Top Gun. "Perhaps I made an error in judgment by getting married right before my first sea duty tour. That tour was hard on my marriage. That year I was on the *Midway* [with VF-161] for 12 months and saw my spouse for only two."

"Naval Aviators aren't rich by any stretch of the imagination," added Harden, a Naval Academy graduate and fighter pilot who is eligible for the $36,000 bonus. "We don't have the nicest houses or the nicest cars, but we do live comfortably. So it's really not a question of money. It's a question of whether or not the job satisfaction you get being a Naval Aviator is worth the sacrifices of long deployments and family separation."

Lieutenant Marvin Huss, an F-14 pilot with VF-2, agreed. "Deployments are definitely the most damaging," he said. "When I get out of the Navy I'll be making half the salary I'm making now, so for me more money isn't a big deal."

Huss, 29, has had several interviews with commercial airlines but hasn't been accepted yet. Even if an airline job doesn't materialize, however, he said he's still leaving the Navy.

"The [$36,000] bonus is a great incentive to stay, but when I look at the Navy careerwise, I'd have to deploy seven or eight times," he said. "I don't want that."

According to Lt. Harden, whose father is an airline pilot, most hard-charging Naval Aviators who want to make contributions as leaders in the Navy must be prepared to spend time at sea. "You have to have sea water in your veins," he said.

Both Harden and Huss remarked that leaving active duty will be hard, because they love being Naval Aviators and flying the F-14.

"Being involved in our mission is exciting," said Harden, 30. "The job is never the same, and I realize it's going to be hard capturing that same satisfaction in the civilian market. But I'm willing to take that chance. I wish I could do my job and not go to sea. Everybody wants to be a cowboy but nobody wants to ride the range."

Riding the range is difficult, especially today with aircraft carriers and air wings having to deploy to crisis areas in the Mediterranean and Indian Ocean, often for longer than six months.

"Maybe the lengths of deployments could be shortened with more flight time given at sea," Harden suggested. "And maybe we should try to have more port calls. When you go to places like the Indian Ocean and don't make any port calls for 110 days, I think that's when you start losing people."

Despite the hardships of going to sea, there isn't any better flying in the world than going off an aircraft carrier.

"We enjoy the responsibility," added Lieutenant John Saitner, an NFO with VF-103 who plans on asking for the bonus next year. "There is no doubt in my mind that the thrill of flying and the workload put on you is half of the reason you're here. No executive in any corporation in the world has to make more decisions, almost instantaneously, than a carrier aviator," he said. "Not only decisions that are going to affect his airplane and landing or flight, but may possibly affect international events. I think it's a terribly demanding environment and I don't think the aviators today are compensated the way they should be. But we have made great leaps and bounds in the past few years."

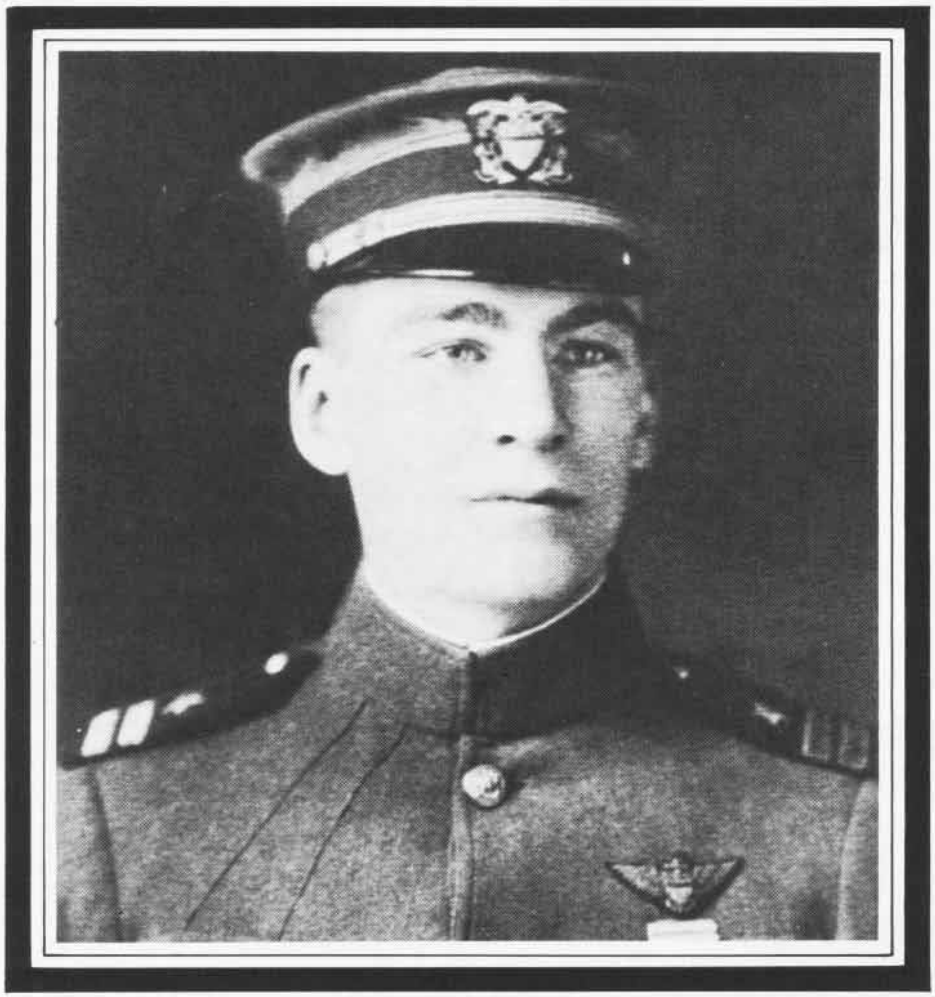
In the letter to RAdm. Harlow, the airline pilot said that on active duty he was an officer and a leader. But as a civilian pilot with a major airline he is only part of the labor force.

"We are considered as 'costs,' to be controlled and minimized as much as possible by management," he wrote. "We wear three-piece suits but are looked down upon as hourly laborers. The aviating is boring compared to my active duty F-4 and reserve P-3 flying. And if you're a flight engineer, it's excruciating. Many airline domiciles can't compare to Miramar, Jacksonville, Moffett Field, Whidbey Island, etc. It's a lonely career, with little of the months-long cruises, but families grow tired of the two-to-seven day absences that continue throughout your 30-year career, and the inability to plan ahead on family activities. And there are two-to-three month separations every several years for training."

The airline pilot wrote RAdm. Harlow that he finds it interesting when he flips through Naval Aviation magazines and sees pictures of former airline friends happy to be on active duty again after unpleasant experiences with major airlines.

"Anyone contemplating leaving active duty should take a long, realistic look at what he can expect to find in the airlines," the airline pilot said. "He might be surprised. Airline piloting's salad days are over, time off is decreasing, salaries are tumbling, and so is morale." ■

Navy's First Ace Dies



David S. Ingalls, who at age 19 became the Navy's only WW I ace, died April 26 at his home in Chagrin Falls, Ohio, from a stroke. He was 86.

Born in Cleveland, Ohio, on January 29, 1899, to Albert and Jane Ingalls (niece of President William H. Taft), Ingalls enlisted in the U.S. Naval Reserve Force on March 26, 1917, several days before the outbreak of WW I. At the time of his enlistment, he was an English student at Yale University.

That same year, Ingalls joined the First Yale Unit, a group of students who formed a flying unit that later became part of the Naval Air Reserve. He trained on civilian seaplanes at West Palm Beach, Fla., and Huntington, Long Island, before qualifying as Naval Aviator No. 85 (heavier than air) on August 14, 1917. Less than a month later, he was commissioned an ensign and ordered to the Royal Flying Corps in Turnberry, Scotland, along with six other members of the First Yale Unit. Ingalls and several of the other members eventually wound up in Royal Air Force Squadron Number 213, located at Bergues, France.

He was awarded the Distinguished Service Medal for "his brilliant and courageous work" with Squadron 213. "[Ingalls] was made an acting flight commander by the British authorities over their own pilots," read the citation. "Along with other pilots, he shot down at least four enemy aeroplanes and [one or more] enemy balloons. He also was awarded the British Distinguished Flying Cross for successes and daring in engagements with enemy aircraft while attached to the Royal Naval Air Stations. . . ."

During one of those engagements, then-Lieutenant Junior Grade Ingalls, flying a British Sopwith *Camel,* attacked one of four enemy Fokkers which was pursuing a British bomber during a bombing raid. Ingalls fired 100 rounds at about 100 yards and the Fokker dove away smoking and spinning uncontrollably. Afterwards, the young American pilot attacked another Fokker and it too spun away and presumably crashed.

"His keenness, courage and utter disregard of danger are exceptional and are an example to all," said Major Ronald Graham, commanding officer of Squadron 213, in 1917. "He is one of the finest men this squadron ever had."

After the war, Ingalls returned to Yale and received a B.A. in English in 1920. He later enrolled in Harvard Law School from which he graduated in 1923.

Following six years of practicing law, Ingalls was appointed Assistant Secretary of the Navy for Aeronautics by President Herbert Hoover on March 16, 1929. While in the Navy Department, he was appointed as a lieutenant commander in the Naval Reserve in December 1931. He was promoted to commander in July 1941 and captain in June 1943.

On November 25, 1942, he reported for active duty as Assistant Operations Officer on the staff of Commander Air Force, U.S. Pacific Fleet and was awarded a Legion of Merit for his exceptional performance. "Realizing the potentialities of the airborne carrier. . .Commodore [then Commander] Ingalls applied himself vigorously to the task of developing and expanding the capabilities of air transportation," his citation read. "By his sound recommendations, he contributed in large measure to extending the sphere of effective air transportation service in the Pacific and aided greatly in the development of naval air transport service. . . ."

Ingalls was discharged from active duty in 1945 following additional tours of duty as Executive Officer, Forward Area and Air Center Commander, at Guadalcanal; Plans Observer, South Pacific Force; and Commanding Officer, NAS Honolulu, Hawaii, where he was awarded the Bronze Star Medal.

After retiring from the Navy as a rear admiral, Ingalls was vice president of Pan American-World Airways and later president of the Cleveland *Times Star.* He is survived by his wife and five children. ■

Israel's Kfir Accepted by U.S. Navy

By Commander Peter Mersky, USNR-R

The Navy's tactical training program was expanded on April 29, 1985, when the first three *Kfir* (young lion) fighters from Israel were accepted by VF-43 at NAS Oceana, Virginia Beach, Va. VF-43, the East Coast adversary squadron, will eventually operate 12 of the delta-winged fighters, which resulted from the marriage of the basic French Mirage 5 airframe and the American General Electric J-79 engine. VF-43 also operates A-4s, F-5s, T-38s and T-2s.

Included among the attendees were some of the Navy's highest ranking officials, including Secretary of the Navy John F. Lehman, Jr.; Admiral Wesley L. McDonald, Commander in Chief, U.S. Atlantic Fleet; Vice Admiral Robert F. Dunn, Commander Naval Air Force, U.S. Atlantic Fleet; and Rear Admiral Ted C. Steele, Jr., Commander Tactical Wings, Atlantic. Besides Israeli personnel who will be responsible for the initial main-

Cdr. Peter B. Mersky

One of three Kfir jets delivered to NAS Oceana, Va., for use by VF-43, an East Coast adversary squadron.

Photo courtesy of Navy News

The Israeli-built Kfir, designated F-21A by DOD, is a Mach 2-plus, single-seat tactical fighter powered by a single GE J79 engine.

tenance training and support for the *Kfirs,* and their families, the manufacturer of the *Kfir,* Israel Aircraft Industries, was represented by company president Mr. Shalom Nimrod Ariav and Mr. Avraham Ben-Joseph, Director of Israel's Defense Mission to the United States.

The speakers referred to the spirit and the cooperation which brought the *Kfir* to America and to the Navy.

"To the pilots of VF-43," Mr. Ariav said, "we wish you many hours of safe flight. We know you will carry out your mission to instruct your comrades to sometimes lie in wait as did the bibical kfir."

Navy Secretary Lehman said the advent of the adversary squadron was a direct result of lessons learned from the Vietnam conflict. He related how the Navy's Fighter Weapons School – Top Gun – and the Air Force's Red Flag were initiated because of the low-kill ratio in the late 1960s achieved by U.S. fighters against North Vietnamese fighters, sometimes as low as 2:1. After the intensified training at Top Gun, the Navy's ratio in 1972 rose to 12:1. The establishment of full-time adversary squadrons was a logical step. These squadrons used the agile A-4 and F-5 to simulate small, high-speed, maneuverable fighters such as might be encountered when flying against countries armed with Soviet MiGs. This arrangement was satisfactory until the advent of the new generation of MiGs, such as the MiG-27 and MiG-29.

As an interim measure, the Navy took the offer from the Israelis for a number of their *Kfir* C1s. During his address, Mr. Lehman invoked the bibical history and modern events of the Jewish people. He said, "As Joshua exhorted his armies, 'Be strong and of good character.' And this is a lesson which must infuse our own defense effort today." He lauded the Israelis for their success in getting the most for their money, as well as an enviable kill ratio in combat. He noted that the *Kfir* is the product of taking existing technology and investment and making it better by applying new levels of technology. "We can be sure," he went on, "that the capabilities of this 'young lion' will soon be tested to its utmost."

After the ceremony, two of the *Kfirs* gave a five-minute flight demonstration. Upon landing, their pilots brought the new fighters up to the crowd, shutting down their engines simultaneously, then exiting their aircraft to the enthusiastic applause of the spectators. Resplendent in their new tactical, blue-gray paint scheme, the *Kfirs* had finally joined the U.S. Navy. ■

XRO-1

By Harold Andrews

Navy transport airplanes of all sizes, with only a few exceptions, have been and are today acquired "off the shelf." In most cases, they are either civilian designs or have been adapted from civil types (C-9 and C-12, for example). In some cases, they can similarly be traced to military designs – either Navy carrier models, such as C-1 and C-2 COD aircraft, or other service transports, such as the C-130. These transports have met the Navy's needs adequately without the expense of developing more specialized designs.

One of the interesting transports of the early thirties was the Detroit-Lockheed XRO-1 *Altair.* It was distinctive in that it incorporated many advanced design features not then found on Navy combat aircraft, showing the advantage in performance that could be achieved through their use.

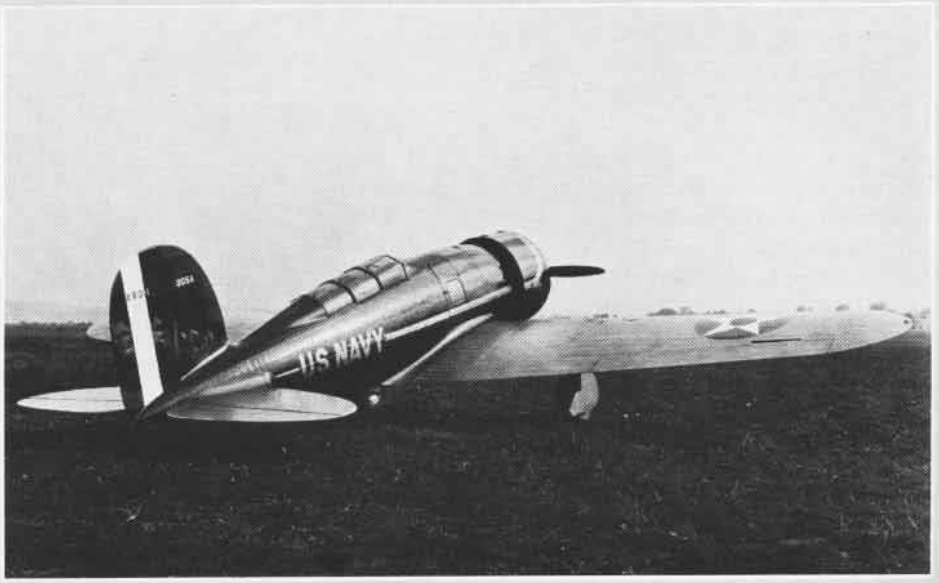
Old-timers remember the company designation letter for Lockheed Navy airplanes as being "V" some 25 years ago, as in P2V (P-2) and TV-2 (T-33B). Even older-timers recall that the TV was originally TO, "O" having been Lockheed's letter for many years. The V came from Lockheed's Vega Division in early WW II (PV-1 *Ventura*). The first Navy airplane to carry the O was the Detroit-Lockheed XRO-1, basically a commercial *Altair* with a bigger engine.

With respect to Detroit in the company name, the Detroit Aircraft Corporation was organized in the 1928-29 aviation boom years to become "the General Motors of the aircraft business." One of the companies it acquired was the Lockheed Aircraft Company in Burbank, Calif. Late in 1931, shortly after the XRO-1 was delivered to the Navy, Detroit Aircraft went bankrupt. From the remains of the Lockheed Division, a new Lockheed Aircraft Corporation was formed in mid-1932, leading to the present-day Lockheed Corporation.

Lockheed's mainstay from its initial formation in 1927 was a series of clean, cantilever-wing monoplanes which were very advanced in design. The first, and overall best known, was the Lockheed *Vega* high-wing monoplane designed by John K. Northrop, who a decade later became the founder of today's Northrop Corporation. Basically of all-wood construction, the *Vega* featured a wooden monocoque fuselage. Its streamlined form, together with the cantilever wing, contrasted dramatically with other small transport aircraft of the era. Powered by the famed Wright Whirlwind, and later by the equally famed Pratt and Whitney Wasp, the *Vega's* performance matched its appearance and the aircraft set many long-distance speed records in the late twenties and early thirties.

Subsequent models continued the basic design features, differing mainly in wing placement. The NACA long chord cowling, which significantly reduced the drag of the radial engine installation, fitted readily into the already streamlined fuselage design. Following initial successful use in a parasol-wing *Air Express,* it was incorporated in all of the Lockheed models. The design of the low-wing *Sirius* was found to be adaptable to a retractable landing gear, leading to the *Altair* of 1932. Military aircraft of that time were biplanes with fixed landing gears and open cockpits, and the *Altair* presented a marked contrast in modern appearance.

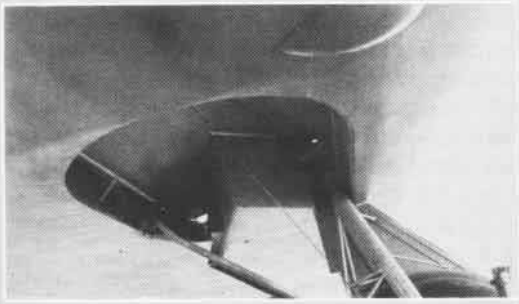
Detroit Aircraft had meanwhile designed all-metal fuselages for the Lockheed aircraft, bringing them another step towards the upcoming all-metal, cantilever-wing monoplane design. Both the Army and Navy purchased *Altairs* as command transports, the Army first with its Wasp-powered Y1C-23 and Y1C-25. In September 1931, pushed by Assistant Secretary of the Navy for Aeronautics David S. Ingalls, the Navy signed a contract for the XRO-1. It was a standard metal fuselage Detroit-Lockheed *Altair* with a passenger cabin ahead of



Altair

the tandem cockpits, but it had a higher powered Wright Cyclone engine.

Delivered to Anacostia in early October, it completed its contractor demonstration and Navy performance flight tests on October 6 — all in one day — and was put into service as a command transport, replacing the Curtiss *Helldiver* biplane that Secretary Ingalls had been using. The Navy's evaluation reported that the contract speed guarantees had been met, with a timed top speed of 208 mph, and the XRO-1 was generally suitable as a command transport. However, a number of necessary design improvements were noted, as well as inadequate lateral stability and high control forces. By January 1933, the XRO-1 had accumulated a total of almost 100 hours. It was then withdrawn from service and stored at the Naval Aircraft Factory in Philadelphia, Pa., and was stricken from the operating inventory early in 1934.

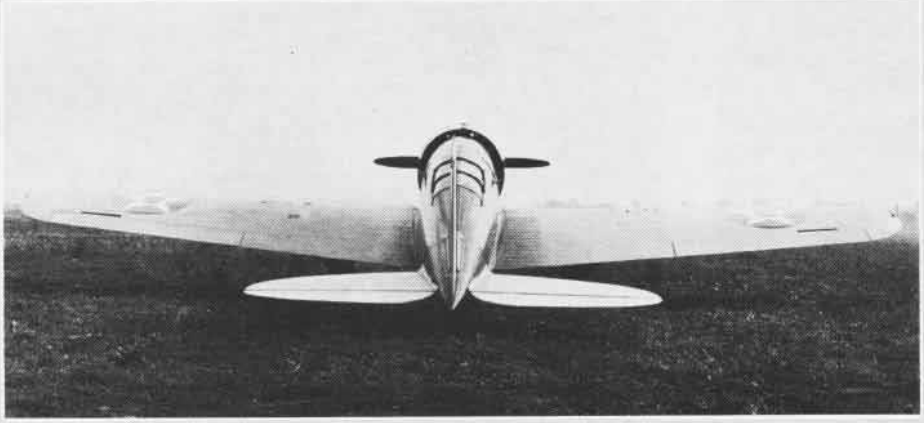


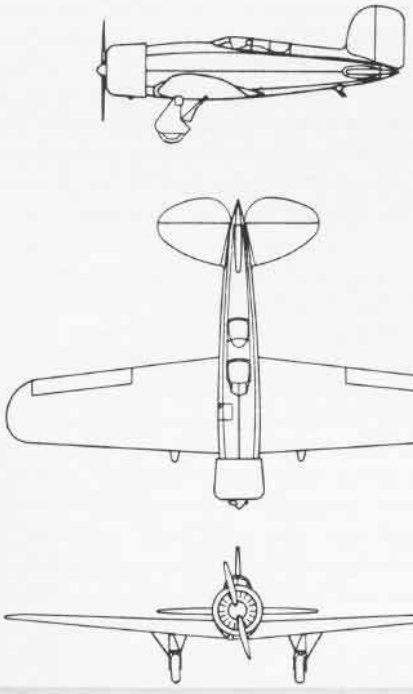
Retractable landing gear on XRO-1.

By this time, projects were under way to bring into being Navy carrier combat types featuring the all-metal monoplane design, though it would be several more years before these aircraft saw operational use. For commercial transports, however, the all-metal, twin-engine, retractable landing gear monoplane was fully established as the current standard design.

Readers interested in more information on the Lockheed single-engine monoplanes and their times will find *Revolution in the Sky,* by Richard Sanders Allen, an excellent and very readable source. ■

XRO-1	
Length	27'6"
Height	9'8"
Span	42'10"
Gross weight	5,193 lbs.
Maximum speed	208 mph
Engine	
Wright R-1820E Cyclone	645 hp
Crew	2





Postgraduate Education in Strike Aviation

Strike University

By JO2 Timothy J. Christmann

"Today, air power is the dominant factor in war. It may not win a war alone, but without it no major war can be won." Admiral Arthur Radford, Chairman, Joint Chiefs of Staff, 1954

It has been almost a year since Admiral James D. Watkins, Chief of Naval Operations, officially commissioned the Naval Strike Warfare Center (NSWC) at NAS Fallon, Nev. Since that time, the facility's commanding officer, Captain Joe Prueher, and a number of talented naval officers, have created a training syllabus designed to enhance strike warfare. It wasn't easy.

NSWC, which is also known as Strike University, was established to study, evaluate and refine existing strike warfare tactics, develop new ones and train squadron and air wing strike leaders to get the most from their weapons systems. But because the concept was a novelty for the Navy, the Strike Warfare Center staff had to devise the entire curriculum from scratch. In fact, since the school was commissioned on September 15, 1985, Capt. Prueher and his 23 instructors spent a majority of their time integrating their respective experiences as Naval Aviators, Naval Flight Officers, intelligence and cryptologic officers. The result of this exhausting exchange led to the formation of the school's only formal program, the Strike Leader Attack Training Syllabus (SLATS).

"With SLATS, we're able to give a sampling of everything one needs to know about strike planning and leading in just two weeks," said Commander David Allen, Special Programs Officer at NSWC. "We start off by giving attendees a review of the current U.S. air-to-surface weapons. We look into the various smart ways of employing these weapons against various types of enemy targets. We strive to give strike leaders and planners some background on the newly developed weapons which are just making it, or will soon be making it, to the fleet – like the *Tomahawk* missile."

Cdr. Allen said that NSWC is the focal point for ideas of how to plan and execute integrated carrier battle group strike tactics. He is quick to add, however, that the Naval Strike Warfare Center tries not to delve too deeply into the nuts and bolts of weapons systems. Instead, the school emphasizes their tactical applications.

"The people that we are working with primarily are designated air wing strike leaders. All of them are expected to be able to conduct, plan and execute air wing strikes," said Capt. Prueher. "Naval Aviators who attend NSWC get the latest in tactical thinking and they leave not with a dogma of how to conduct a strike, but a group of ideas of how to do it better."

In addition to weapons employment and tactics, NSWC puts a heavy emphasis on the use of current intelligence in strike planning. The school has a large intelligence staff who have access to various fleet and national intelligence sources. According to Cdr. Allen, up-to-date knowledge of how the intelligence operation works is an essential ingredient of strike mission planning.

Most of the officers attending SLATS have already mastered their own aircraft and don't have to be taught how to drop bombs from their A-7 *Corsair IIs,* A-6 *Intruders* or F/A-18 *Hornets.* "We're not here for that," said Cdr. Allen. "We're here to help them integrate all the assets that they have available to them."

He added that it's difficult cramming in all the material within two weeks but, because of the officers going through the university (ranks lieutenant commander through commodore) are in high-powered, upper management positions, it is impossible to extend the curriculum.

Normally, 45 students attend SLATS at any one time, according to Capt. Prueher, an experienced A-6 pilot who served as Commander, Carrier Air Wing Seven and C.O. of VA-65. "It is the maximum number we can handle due to our space and staff size," he said. ComNavAirPac and ComNavAirLant handle most of the quotas for SLATS, which is taught six times a year.

Capt. Prueher remarked that the school's greatest asset is its experienced cadre of instructors.

"They were chosen for their tactical expertise," he said. "What we're always trying to get here are officers who have crammed about 20 years of experience into about 10 years in the Navy. Luckily, they are the guys we have. They make my job a lot easier."

For students, an average day at the center runs from 0730 to 1700. During the course, their time is divided between class-

room presentations, group discussions, strike planning seminars and exercises.

According to Capt. Prueher, the Naval Strike Warfare Center was created because it was "desperately needed." He cited the aircraft losses in Vietnam as one of the major reasons for the school's development. However, more recent aerial combat involvement, such as in Lebanon, also helped reinforce the need for Strike University.

"In Vietnam the Navy lost about 16 fighters [in air-to-air engagements] and as a result started the Navy Fighter Weapons School (Top Gun) to improve air-to-air tactics," said Prueher. "The Navy lost about 374 attack aircraft during Vietnam and we made little formal effort to improve our overland strike tactics."

He added that the success of Marine Aviation Weapons and Tactics Squadron One (MAWTS-1), located at MCAS Yuma, Ariz., also served as a catalyst.

"After MAWTS-1 [which is similar to NSWC] was established, the Navy looked around and asked itself what could be done to fill the void it had in this area. So we were formed," said Prueher.

For the majority of its first year, NSWC has not had any aircraft of its own and instead has relied on flying aircraft provided by visiting fleet squadrons. However, Capt. Prueher stated that plans call for six aircraft, including two A-6Es, two F/A-18s, and two A-7Es, to arrive by August 1.

Although he is pleased with SLATS, which is a nonflying course, Capt. Prueher is looking forward to NSWC becoming involved in training during an air wing's weapons detachment at Fallon. This involvement will take place when the Tactical Aircrew Combat Training System (TACTS) is operational this summer.

TACTS, now under construction, will allow tactics development, appraisal and training in a realistic environment. The objective with TACTS, as integrated with other systems planned for the Fallon range, will permit the analysis of large scale coordinated air wing tactics.

"When TACTS is ready, it is going to be one of the greatest training and tactical development aids that we can imagine," said Capt. Prueher.

TACTS will be the first fully integrated system capable of tracking and recording the progress of both the air-to-air and the air-to-ground problems at the same time. Not only will it monitor and score the accuracy of the attacking strike aircraft but, operating in conjunction with the electronic warfare range, it will shoot back with simulated surface-to-air missiles and antiaircraft batteries. Further, these simulated defensive weapons will emit realistic threat signals to provide the kind of experience the strike pilot will need in the real world.

Staff members at NSWC are currently in the process of building a comprehensive intelligence library in an effort to become the single-source authority on strike tactics. By collecting various tactical notes from both the Atlantic and Pacific Fleets, the school staff will be ready for consultation at any time. If answers to important questions are not immediately available, the matter will be researched on a priority basis and the information and recommendations on how to deal with the problem will be provided to the users as soon as possible. School staffers will also conduct periodic road trips to facilitate a continuing two-way flow of information between the fleet and the center. In addition, they are in charge of producing a quarterly magazine called *Aimpoint* — the Naval Strike Warfare Review — which provides a forum for the fleet to exchange tactical ideas on overland strikes and war-at-sea related subjects.

"Naval Aviators who attend Strike University get the latest in tactical thinking and they leave not with a dogma of how to conduct a strike, but a group of ideas of how to do it better."

The Naval Strike Warfare Center is housed in a renovated two-story building which was originally used by an Explosive Ordnance Detachment at NAS Fallon. A pre-engineered addition to the main building contains a 70-seat auditorium and two classrooms which can hold up to 25 students each. A larger facility is scheduled to be built in FY-86.

"Right now we're just bursting at the seams for additional space," said Prueher.

In his speech at the opening of the Naval Strike Warfare Center last year, Adm. James D. Watkins said the expertise learned at the school will eventually ensure that the "Navy's attack community is always primed with tactics to match new aircraft capabilities." He added that NSWC "will provide experience and training that only real performance can provide — a postgraduate education in the practical art and science of strike aviation." ■

Far left, an aerial view of NAS Fallon, Nev. Left, Capt. Joe Prueher, C.O. of NSWC.

VA-174 On

Cdr. Peter B. Mersky

Rolling in on the ground "bull" at Pinecastle.

Corsair IIs look like snub-nosed F-8s. That's what you can always tell the uninitiated when asked the question, "Isn't that an F-8? I thought they weren't flying those things anymore."

In reality, the A-7 only slightly resembles the F-8. The two aircraft are far apart in mission and design. But both have outstanding combat records, and both have the same parent company, Chance Vought, Vought or LTV, depending on the time frame. When the Navy went looking for a successor to the A-4 *Skyhawk*, the A-7 was the winner of the contest and eventually joined the fleet, making its first combat cruise with VA-147 in late 1967 aboard *Ranger* (CV-61).

Soon, the entire light attack community was operating A-7s, along with the U.S. Air Force, which flew the A-7D. Both services used the *Corsair II* in heavy action in Vietnam, especially during the definitive *Linebacker* operations in 1972. Often it was the A-7 that served as SAR-CAP, keeping the enemy off of the helicopters that were racing in to pick up downed aircrews in the water off Haiphong. Many times, A-7s covered their downed squadron mates, orbiting the parachute descent of the pilot, strafing the advancing Viet Cong or North Vietnamese, while desperately calling for the helos. The *Corsair II* paid its dues in Vietnam.

The aircraft's latest use in combat came in Grenada and Lebanon in 1983. Carrier Air Wing (CVW) 6's VAs 15 and 87, aboard *Independence* (CV-62), flew strikes in the Caribbean and the eastern Mediterranean. Covering the U.S.-led invasion of Grenada in October, A-7s orbited the target areas, waiting to respond to Navy/USMC and Air Force forward air controllers.

Indy arrived in the eastern Mediterranean just in time to lead a combined strike with aircraft from *John F. Kennedy* (CV-67) on December 4. Continued harassment of F-14 photoreconnaissance flights made the U.S. plan a retaliatory strike against rebel positions in the Shouf Mountains around Beirut. With very little warning, both air wings were directed to launch at 0800. A-6s and A-7s attacked rebel artillery sites, dodging a wall of surface-to-air missiles (SAMs), mostly shoulder-launched SA-7s. An A-6 from *Kennedy* and an A-7 from *Independence* were shot down; a second *Indy* A-7, although heavily damaged, made it back to the ship.

The wing commander of CVW-6 was flying a VA-15 A-7E, side number 305. Then-Commander Ed Andrews felt his *Corsair II* take a hit from a SAM. The plane held together long enough for him to drag back to the safety of the Mediterranean. The fuselage separated from the wings forward of the wing root and Andrews punched out. After a particularly harrowing post-ejection sequence, he was eventually returned to *Independence* a little worse for wear.

The A-7 continues to equip the majority of the Navy's light attack force, although the McDonnell Douglas F/A-18 *Hornet* is beginning to appear in squadron strength. The *Hornet* will eventually replace the A-7, but the *Corsair II* will soldier on well into the 1990s. So, the process of training Naval Aviators to fly the A-7 continues.

After leaving the training command with his new gold wings, the neophite Naval Aviator who is designated for light attack goes either to VA-122 at NAS Lemoore, Calif., or VA-174, NAS Cecil Field, Fla. Originally called replacement air groups (RAGs), these training squadrons are now designated fleet readiness squadrons (FRSs). But like other naval terms long since antiquated, RAG is still the most used acronym. Perhaps it rolls off the tongue more easily.

The FRS, as one instructor put it, is the first view of the fleet for most newly designated aviators. It also provides the first night carrier qualifications in the A-7, a demanding evolution. The syllabus is made up of three phases which take the student from the initial introduction to the aircraft to his final flights, predeployment training and weapons delivery techniques.

Phase I includes initial classroom and simulator training and the first flights in the *Corsair II*. These introductory flights are in the single-seat A-7E, not the two-seater TA-7C. The solo first flight is a confidence builder and comes after a preflight taxi where the student preflights his aircraft, taxies it, but does not take off. If all goes well, the student flies the A-7E the day after his taxi. It is hard to get a feel for the *Corsair II* initially, due mainly to the spool-up time for its turbofan engine. Unlike the normal jet turbine power plant, the "fan" does not give an immediate response to changes in power setting, and this response must be learned to be anticipated, especially during carrier approaches. Initial instrument training in the A-7 is also given during Phase I.

Phase II includes weapons system training, "switchology" and ordnance release techniques. Lieutenant Commander Mike Ramirez is the current weapons training officer for the *Hellrazors* of VA-174.

"We try to enhance the light attack spirit," he said, "and instill the feeling of working together." During this phase of training, the A-7 students also learn basic air combat maneuvering with inert AIM-9 *Sidewinders*. Going up against various other aircraft, such as TA-4s from VF-45, gives a good deal of training in the air-to-air combat environment. Eventually more advanced weapons are introduced, such as the *Shrike* AGM-45, used against ground-based radars, and the High-speed Anti-Radiation Missile (HARM) AGM-88, a more advanced successor to *Shrike*. Weapons training is conducted during month-long weapons deployments to El Centro in the California desert. Lt.Cdr. Ramirez explained, "Guys that tend to be meek and mild during previous training, well, their real feelings usually come out during these weapons dets." He laughed, "Light attack pilots are avid learners."

After weapons training in Phase II, Phase III brings the A-7 students to car-

Target for Readiness

By Commander Peter Mersky, USNR-R

rier qualifications with many day/night FCLP periods prior to actually "hitting the boat." VA-174 is fortunate in sharing NAS Cecil Field with the Navy's LSO School, which trains newly designated landing signal officers. A relatively new addition to the Navy's training facilities, the LSO School boasts an impressive array of training devices, including a fully equipped A-7E simulator for night carrier landing training and LSO platform mock-up, which duplicates the platform located at the stern on the port side of a carrier from which the LSO directs carrier approaches and landings. It is a dazzling display of electronic and computer devices.

The school was developed because there was no formal training for LSOs, and it was felt that more standardization was needed. Besides initial training, those people selected as air wing LSOs are also given more advanced instruction. Each air wing has two LSOs with five to eight years experience as a squadron landing signal officer. A wing LSO must be on the platform at all times when flight operations are being conducted. He makes decisions about the use of barricades and makes recommendations to the ship's commanding officer and the air boss, who actually runs the flight operations from his place in the tower.

Lieutenant Val Diers, assistant training officer for the LSO School, demonstrated the A-7E trainer – the 2F-103 – manufactured by LTV, the same company which makes the *Corsair II* itself.

"It's a real terror for students at first," he said, "but they get used to it, and even get to like it as they learn." The fully instrumented cockpit of the trainer gives a realistic presentation of flying the A-7 around the carrier at night. Various conditions can be dialed in from the control panel located in another room. Anything can happen – weather, systems failure, pitching deck. You name it.

The 2F-103 helps further develop the symbology training habits which the student has hopefully been forming since his early days in the training command. It also establishes the "instinctive" flying techniques necessary for carrier flying, especially during bad weather and/or night operations.

Despite its age, there's still lots of life in the A-7. In fact, an improved version is under consideration which would include an afterburning engine with corresponding upgrade in performance. That's just in the discussion stage now. The basic A-7, however, promises to be around for several more years and, even when it leaves the fleet, it will continue to serve to some extent with the Naval Air Reserve, the U.S. Air Force and Air Guard, and several foreign air forces, including Greece and Portugal. ■

A Backseat View of Training

Recently, I had a chance to visit VA-174, the East Coast FRS at NAS Cecil Field, near Jacksonville, Fla., to learn firsthand more about this highly professional community of Navy attack pilots. After calling on the commanding officer and executive officer of the squadron, I received several 10-minute presentations by the various department heads which gave me a quick insight into their brand of FRS training. Systems and weapons training and carrier qualifications were some of the subjects covered.

Afterwards, I was scheduled for a 1030 brief for an early afternoon hop which would include three other aircraft on a low-level flight to Pinecastle Target, nearly 60 miles due south of Cecil, followed by several different bomb deliveries. Each aircraft would carry six Mk 76 practice bombs, even the two-seat TA-7C I'd be flying.

The mission brief and man-up went as scheduled and, as I strapped into the TA-7C, I was surprised at how small the cockpit was. Bigger than a *Skyhawk* – almost anything would be – but small just the same. Each of the aircraft taxied from the line and headed for the *martial area* farther down the ramp. When we were all together, we taxied to the run-up area and waited for takeoff clearance. Cecil is a busy field and traffic was heavy in the pattern. It took 15 minutes to get clearance onto the runway.

Finally we moved onto the runway and lined up four abreast. Takeoff rolls were 10 seconds apart. We took off last in the "T" (two-seater). After a few moments in joining up, our formation headed for the low-level route's entry point. We had climbed to 12,000 feet and, after contacting the center, we descended to about 300 feet MSL to begin the low-level work. Traveling at 420 knots, the plane's jumping in the heat-induced turbulence was exhilarating, especially watching the other A-7s rise and fall off of our left wing.

Within 30 minutes, we were approaching the target and I could make out the barren clearing of the range, the shape of the six-pointed star SAM site, and various hulks of trucks which marked the range. Our first delivery was a dive-bombing run, rolling in from 8,000 feet, heading down at about a 40-degree dive angle toward the bull's-eye. At 3,000, the pilot pulled back on the stick, the G-meter immediately jumping to four as the familiar feeling of being pressed into the seat began to engulf me, causing my head to lean forward. I've learned not to fight the onset of G's as long as I'm not flying the aircraft. Just let the pressure wash over me and, if I black out for a moment, so be it. But we stayed at around four G's, and gradually the pressure subsided and I could level my head once more. After another dive-bombing run, we tried a lay-down pattern, a level delivery with an arcing pull-out. Next, we tried a special weapons delivery, sneaking in under the radar, popping up and tossing – lofting – the bomb at the target some two-and-one-half miles away.

After we had expended our bombs, the pilots called "Winchester," signifying

they were clean (ordnance-free). We exited the target area and called Cecil for vectors into the traffic area. Total flight time was 1.8 hours.

The next afternoon, I was paired with another instructor pilot (IP) who was to chase a student on his final flight before graduating from the squadron. The student was under a lot of pressure and he was nervous as he went through his brief. The mission, designated "Really Ready," involved a long low-level approach to a target, ending with a lay-down delivery to simulate a single-plane special weapons attack against an unknown, previously unseen target. It was a demanding mission involving flying low and fast and keeping your route awareness at all times. The additional pressure of being the final pregraduation exam for this particular "jaygee" was going to make it a tough flight.

We manned up and launched on schedule, heading toward Savannah, Ga. As we climbed to cruising altitude at 22,000 feet, the student radioed that his computer had dumped. The IP acknowledged but told him to "press on." He wasn't about to cancel. In a real situation, the loss of the computer would not cancel such an important mission and the pilot would have to continue.

We were well off the Georgia coast and were descending to the entry point for the long, low-level run-in to the target which was Pinecastle. It was hazy and, as we twisted and jumped 300 feet above the Georgia landscape, the IP commented that the student was off the route – lost. He called and asked the jaygee if he knew his position. There was a poignant silence, then, "No, sir."

"You just passed your checkpoint," the IP commented dryly. The A-7 below us immediately wrapped into a tight starboard turn as the student reacquired the route. We flew on.

We had been down on the route about 15 minutes and it was really getting warm as the big clamshell canopy of the TA-7 created a greenhouse effect under the warm midday sun. The air conditioning in a TA-7 is not the greatest under such conditions. As we approached the target, the student seemed to have settled down and was more or less on time.

"He should make the target about 20 seconds early," the IP in front of me said. I wondered how he could be that sure of such a small amount of time. We checked in with Pinecastle and, sure enough, we made our time on target at 1400.

The A-7E laid down its small blue Mk 76 at the bull. As the IP poured on the power to climb and assume the lead, as briefed, the observer on the ground reported the results. We joined up and headed back to Cecil. The student snuggled his Echo right up against our starboard wing. He was quiet.

"I guess you have a lot of thinking to do," I said to the IP over the intercom.

"Not really," he replied. "I had to help him when he got lost." His voice trailed off. I felt sorry. It sounded as if the student had failed. We entered Cecil's pattern and landed.

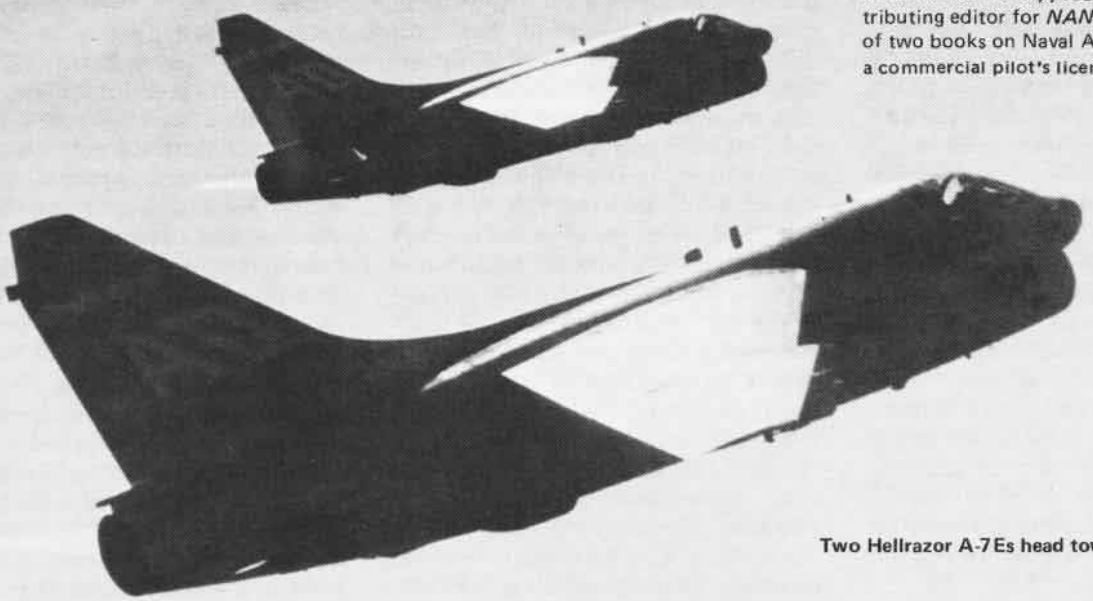
As we cleared the runway, the IP called into VA-174's duty office and, thankfully, raised the canopy. The air was welcome against my wet face.

"We're on deck and the aircraft's up. Fill out the paperwork on the student and send him down the street to his squadron." The jaygee had passed!

We shut down and descended from the cockpits. The T appeared to be a solid machine, with enough – but not overly abundant – power. Now that the F/A-18 is beginning to appear in squadron strength, the *Corsair II's* days are numbered, at least in the fleet squadrons, and perhaps in the reserves.

The TA-7C has been given new life with the TF-41 engine replacing the original TF-30 which will give 1,500 pounds more thrust for increased training capability. (The A-7E has had the TF-41 for some time.) While I was at Cecil, a newly-painted TA-7C arrived, resplendent in Navy gray, almost completely devoid of any markings. It was one of the newly re-engined T's and it was so new that the interior of the tail cone was still uniformly black, showing no wear at all, even though the aircraft had just finished a two-hour flight. ■

Cdr. Mersky is a Naval Reservist with an avid interest in Naval Aviation. Presently, he is a staff writer for *Approach* magazine and a contributing editor for *NANews*. He is the author of two books on Naval Aviation, and he holds a commercial pilot's license.



Two Hellrazor A-7Es head toward Pinecastle Target.

Cdr. Peter B. Mersky

Mach 0 to Mach 2+

By Lieutenant Commander Bob Frantz, USNR-R

From flying high-tech ASW helicopters that hover almost motionless to piloting high-speed jet fighters that can exceed twice the speed of sound, Lieutenant Commander Winston Scott has proven that Naval Aviation offers those who qualify a mix of career opportunities unmatched in the civilian community.

Scott, who is presently assigned to Naval Air Rework Facility, Jacksonville, Fla., never dreamed of being a jet pilot while a student at Coral Gables High School in Coral Gables, Fla.

The veteran aviator explains, "In high school, my goal was to be a professional musician. I was a pretty good trumpet player. I even made it into the Coral Gables Band of Distinction. I thought if I went to college I'd major in music education so I could teach and put food on the table between jobs. What I really wanted to do was compose and perhaps write music for movies.

"Frankly, I was always interested in science, particularly electronics, but I had no role models in that field. I thought I was destined to be an entertainer.

"College was a maturing experience for me. I became more rational and less emotional. College gave me new opportunities. As a kid I had built models and really wanted to fly, but it didn't seem possible."

At Florida State University at Tallahassee, Scott was a student composer for the University Jazz Orchestra, a member of the Black Actors Guild, Repertory Orchestra and Concert Band. After graduation in 1972 with a degree in music education, he decided to give aviation his best shot before going on to a career in music.

While waiting for the Air Force to make up its mind on his application, Scott happened upon some literature about Naval Aviation. He explains, "Suddenly I realized the Navy had airplanes, too. And then I read that a good many of the astronauts were Naval Aviators. When I thought about the fact that a Navy pilot has to do everything an Air Force pilot does plus operate at sea, it hit me that those guys have got to be the best.

"I drove over to chat with the recruiters in South Miami, took the competitive entrance exams, flight physical and interviews, and was sworn into the Navy.

"My recruiter was an attack helicopter pilot and when I completed basic flight training I chose to specialize in helos because of the impression he made on me. Also, with Vietnam winding down, there was a temporary overabundance of jet pilots and opportunity in that area was limited."

During his first tour, then-Lt. Scott flew the SH-2 Seasprite for North Island-based HSL-33.

After graduating from Monterey with a master's in aeronautical engineering, Scott completed jet transition training for the F-14 Tomcat. He presently plans to apply for the AEDO program.

After completing his first fleet tour as an antisubmarine warfare helicopter pilot, Scott, because of his outstanding record, was selected to attend the Naval Postgraduate School in Monterey, Calif. There, he was able to pursue his boyhood interest in science, and received a master's degree in Aeronautical Engineering in October 1980.

Having mastered the challenge of helicopters, the veteran aviator requested and was accepted for jet transition training. Comparing flying helicopters and jets, Scott says, "The skills involved are so different that you can't say either is more challenging. Each has different demands at different times. One of the most demanding maneuvers a Naval Aviator can perform is a night doppler-radar approach to a hover over water. Equally demanding, though, is the fast-paced world of tactical jets. I love the speed and power of flying the F-14, and the sensation of the high-G environment. One thing that you get in fighters that is missing in helos is the competition of pitting your individual skills in your aircraft against those of an adversary in a dogfight."

Interestingly, he feels the difference between a good fighter pilot and an outstanding fighter pilot is not motor skills or eyesight. Scott explains, "Study is what makes a pilot outstanding. You have to know not only your aircraft and its weapons, but your adversary's as well. You must learn to maximize your relative strengths and minimize your relative weaknesses."

Scott is married to the former Marilyn K. Robinson of Chipley, Fla. They live in Virginia Beach with their two children, Winston II, eight, and Megan, six.

In his spare time, Scott enjoys working with his two personal computers, designing electronic circuits and playing his trumpet. After jets, the musician, aeronautical engineer and fighter pilot, who has rotary-wing experience, hopes to aim his career in yet another direction. He explains, "I'm planning to apply for the Aeronautical Engineering Duty Officer program.

That way, he says, for the first time in his career, he'd be able to use all his Navy experiences, knowledge and expertise at once. ■

VP-68 On the Move

By AW1 Pete Lister, USNR-R(TAR)

Moving a squadron is a major undertaking. The planning and logistics require the efforts and cooperation of all those involved.

In a letter written to home, AW1 Pete Lister described VP-68's recent move from NAS Patuxent River, Md., to NAF Washington, D.C., where the squadron became a permanent resident on April 1, 1985.

Dear Dad,

I'm sorry it's taken me so long to write, but we've been very busy.

Do you remember when I was in VA-83 on the *Forrestal* back in the sixties? It seemed like we were always on the move: Oceana, the Med, Cecil Field, the Med, Gitmo, the Med. Moving was easy in an outfit that's mobile by design.

Well, Dad, you should see what we've been through over the course of the last couple of months. About every other year, a rumor cropped up about moving VP-68 to NAF Washington, D.C., located aboard Andrews AFB. All of the drilling reservists from the D.C. area got excited, and then the rumor died for another year or so. Well, this time it really happened.

All the reasons were sound. The Naval Air Test Center at Patuxent River, Md., needed the hangar space to grow. The disestablishment of Light Photographic Squadron, Reserve 306 at Washington meant there was extra hangar space. With the reduced travel time for the "weekend warriors" who drive in, and the ability to consolidate airlifts for many of those who fly in to drill, the move was simply an idea whose time had come.

Some of the active duty TARs were hesitant about it. We loved Pax River. It's country, it's rural enough to have a 15-minute rush hour, it's right on the Chesapeake Bay, it's beautiful. It's also about an hour's drive from Washington, and all the culture, the plays, the museums and other activities.

But a lot of us were excited about the new base, too. Besides being suburban in nature, which equates to "more stores" for shopping, it puts us even closer to all the things our nation's capital has to offer.

Moving a Naval Reserve P-3 squadron to a new home station, however, is not the same as deploying a fleet tailhook outfit. Even when we deploy, we leave a contingent in the hangar and, while we fly all over the world, our spaces are always covered.

When our fleet counterparts deploy, they go to a site where P-3 support facilities exist, because they're relieving some other squadron and they, in turn, will be relieved by another squadron. VP-68 moved to a new home base that had not supported a patrol squadron in over a decade. Our new home supports USAF C-130s, Marine and D.C. Air National Guard F-4s and, of course, Air Force One. But it has been some 15 or 16 years since the VP community has actually lived at Andrews AFB.

Needless to say, spaces that had sufficed for an F-8 photoreconnaissance unit weren't large enough for a P-3 ASW squadron. Spaces had to be reconfigured and painted. New phone service had to be initiated on a station with a moratorium on new phone service, due to the impending installation of a new phone system. New mail and guard mail runs had to be identified and set up.

Think about all the little routines that have been tradition in a squadron or on a base for so long that no one even remembers how or why they started. Remember, the military corporate

PH3 Carl B. Sittle

PH3 Carl B. Sittle

A VP-68 P-3 Orion taxies toward the squadron's new home in hangar 14 at NAF Washington, D.C.

memory is fairly short. We even had to request new geedunk machines.

Since the reserve VP presence at Pax was passing into oblivion, the peripheral and support units had to be relocated, also. Naturally, our aircraft intermediate maintenance department billets moved with the squadron. The cooks moved to a new galley. Our VP-SAU (squadron augment unit) isn't really a part of VP-68. But since the VP-SAU has no aircraft of its own, when VP-68 moved, VP-4549 moved, too. When a reserve VP squadron mobilizes, it joins its reserve patrol wing on active duty as an integral unit. The personnel in the SAU who have been flying the reserve VP's aircraft mobilize to augment one of the fleet VP's.

For months before the move, then-skipper Commander J. E. Batwinis made regular pilgrimages to NAF Washington to monitor progress and meet with Captain T. M. McGraw, C.O. of NAF. Each trip was followed by a progress report to the troops at quarters.

Teams came through the squadron spaces to identify usable furniture, marking what was to stay or go. In most cases, the new spaces were not quite as large as the old ones. Lists were listed, tools tooled and packages packed.

Finally the big day arrived. Saturday and Sunday had been VP-68's last drill weekend at hangar 101, Patuxent River, Md. Monday morning, we packed up and started loading the trucks for the move to NAF Washington.

Rather than the usual two days off after a drill weekend, most of the troops were back in the saddle, packing, pushing and carting. By the end of the day on Monday, the hangar looked strangely deserted. It gave me a start to walk along the balcony passageway on the second deck and look down at my office, stacked neatly on the hangar deck.

Even that experience paled by comparison with coming to work for the first time in our new hangar, number 14 at NAF. *All* of our office furniture and cruise boxes was piled in the new hangar bay. If you think it's tough to put all that stuff back into an office or shop, after you've moved it all out onto the hangar deck for a field day, imagine putting the entire squadron's gear out there in boxes! Now, find *your* gear and put it away. This is the stuff of which nightmares are made!

We finally got it put away. Public Works helped us with the heavier stuff, like safes. The painters and phone installers put on the finishing touches, even as we moved in. Friendly folks, all.

The NAF personnel came over for a "welcome aboard" presentation and told us everything we needed to know about our new home. Dad, this is going to take a little getting used to. Because of the higher visibility in Naval District Washington, uniforms require special attention. Naturally, we'll put our best collective faces forward, but then we've always done that.

NAF is smaller than Pax and the folks here are just as friendly. We're going to miss Pax, but I know we're going to like it here.

Well, I have the duty today, so I have to run. Give my love to Mom, and we still look forward to seeing you all this summer.

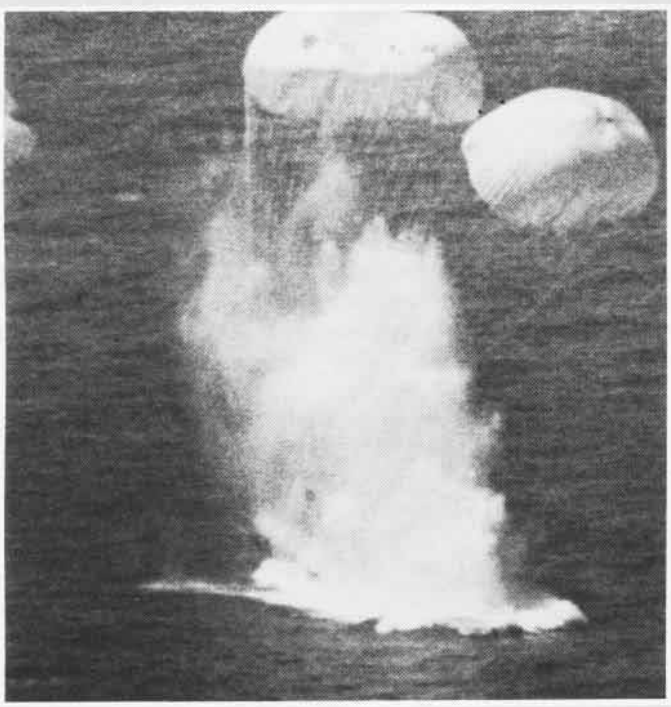
Love,
Pete

The big P-3s dwarf a VP-68 flight line crewman while parked in front of their new hangar that formerly housed smaller F-8 aircraft. On June 22, 1985, Cdr. G. B. Gray relieved Cdr. J. E. Batwinis as the Blackhawk skipper.

Cast Glance Camera System

Whenever a space shuttle is launched into orbit, cameras of many descriptions are used to record the event. Some are capable of following the launch far downrange, but few are able to focus on the separation of the two booster rockets and the external tank from the spacecraft.

Pacific Missile Test Center (PMTC) personnel provide this exacting coverage using the capabilities of the optically stabilized Cast Glance camera system installed aboard a PMTC P-3A *Orion.* Using a computer-generated flight plan, a Cast Glance mission aircraft is positioned downrange from the launch in the solid rocket booster (SRB) recovery area. Soon afterwards, these cameras track the space shuttle orbiter, external tank and the two SRBs and record their flight through launch, SRB separation, parachute deployment and splashdown. This imagery provides NASA with valuable data on flight profile and breakup characteristics, which are very important for future Space Transportation System launches.



Cast Glance photography captures the "splashdown" of the solid rocket booster as it falls into the sea.

Aircraft Icing Conditions Studied

A joint Naval Research Laboratory (NRL) and Federal Aviation Administration study of cloud characteristics from near ground level to 10,000 feet has produced a new data base on icing conditions in supercooled clouds which will benefit the helicopter and general aviation communities. The newly compiled information will enable aircraft manufacturers to develop ice protection equipment for airplanes and helicopters flying at 10,000 feet or below. Meteorologists can also use the data as a new source of information to improve the forecasting of icing conditions.

The aircraft icing hazard comes from the fact that undisturbed cloud droplets generally remain liquid even at temperatures of 10 degrees or 20 degrees C. below freezing, a condition called supercooling. When the droplets collide with a passing aircraft, they freeze nearly instantaneously and form ice on exposed aircraft surfaces. Ice can add considerable weight, increase aerodynamic drag and reduce the lifting capabilities of rotor blades and wings.

The NRL team is proceeding to collect new data on icing at higher altitudes, including the strong updraft areas of thunderstorms where some of the most severe icing conditions are believed to occur. Eventually, data from a number of geographic areas around the globe will be added to make the information as complete as possible.

Helicopter Wind Envelopes

Helicopters are aircraft known not for speed but for the ability to hover and fly in any direction. They are basically unrestricted in slow flight, but there are limits to slow flight known as wind envelopes. Each type of naval helicopter has several shipboard wind envelopes, which are affected by deck motion, reduced visual cues and turbulent wind conditions over the deck. These factors can vary significantly from ship to ship, requiring a unique set of envelopes for each ship/helicopter combination.

A general envelope has been used for many years, but it is very restrictive because it is intended to provide safe winds for *any* ship/helicopter combination under *most* conditions. To develop new and expand existing wind envelopes for *all* required ship/helicopter combinations, the Naval Air Test Center (NATC), Patuxent River, Md., formed the Dynamic Interface (DI) Section in the Rotary Wing Aircraft Test Directorate. Expanded wind envelopes increase the conditions under which a helicopter can safely operate and provide the ship with increased flexibility during flight operations.

Fleet units are encouraged to let the Naval Air Systems Command and NATC know if the new envelopes are not satisfactory. The DI Section is tasked with providing the fleet with the largest safe envelopes possible. These objectives can be best accomplished by close dialogue between fleet units and technical agencies responsible for the testing and promulgation of these envelopes.

V-22 Osprey Program

Prime contractor Bell-Boeing was awarded $17.5 million in contract modifications for preliminary design work on the V-22 *Osprey.* The tilt-rotor aircraft combines the speed, range and altitude of a fixed-wing turboprop airplane with the efficient hover capability of a helicopter.

Bell-Boeing selected two subcontractors to work on the V-22. Lockheed-Georgia was awarded $2.9 million for the first phase of design, development, production and testing of wing components, and General Electric received a $3.2 million subcontract to develop a flight control system for the tilt-rotor aircraft.

Awards

There is only one requirement to receive the Navy's Air Medal, superior airmanship, and Lt. Ken Law, HSL-30, proved worthy of this honor.

He was awarded this medal because of his quick reaction while flying a syllabus hop with a replacement pilot. Lt. Law was practicing night rescue procedures with his student pilot in an SH-2F *Seasprite* when one engine failed while the aircraft was in a 40-foot hover over water. Thinking quickly, Lt. Law allowed the helicopter to settle into ground effect while maintaining the rotor rpm at a flyable state. He then gradually increased airspeed above that required for single-engine operations and flew the helo safely to Langley AFB, Va. A quote from his citation says it all, "His quick reaction, sound judgment, outstanding airmanship and effective crew coordination undoubtedly prevented the loss of a valuable aircraft and possible injury or death of crew members."

VS-24 was awarded the 1984 VS Wing-1 Conventional Weapons Award for developing new methods of delivery and setting records never before accomplished by the VS community. Cdr. Mike Dwyer is C.O.

Rescue

When the pilot and bombardier/navigator of an A-6E ejected recently from their aircraft, their parachutes had barely settled on the water when MCAS Cherry Points' search and rescue (SAR) HH-46A was overhead. With the assistance of several A-6s over the crash site, the *Sea Knights'* aircrew were able to locate the downed pilot in less than two minutes. While hoisting the pilot up to the helo, the navigator was spotted a few hundred yards away. Both survivors received medical treatment from the SAR corpsman en route to Cherry Point where they arrived less than 20 minutes after the mayday call was transmitted. The SAR helicopter crew consisted of pilot Capt. W. T. Snider; copilot Maj. R. T. Farmer; crew chief Sgt. K. R. Purks; rescue aircrewman LCpl. J. K. Thompson; and corpsman HM2 J. P. Roddy.

When *Antrim* (FFG-20) received a call for medical assistance from the Liberian flag tanker *Caribbean Breeze* that had been attacked by Iranian aircraft in the Persian Gulf last March, the guided missile frigate launched an SH-2F *Seasprite* from embarked HSL-36 Det 1. Under the command of Lt.Cdr. Michael Connelly, the LAMPS MK I helo landed on the deck of the stricken tanker and discharged HMC Jerry Krocke, AW1 Michael D. Alm and AW3 Leonard L. Reed to assist. Corpsman Krocke determined that three tanker crewmen needed to be evacuated to the nearest medical facility. The medevac was accomplished by an SH-3 *Sea King* from HS-1 Det 1, which arrived shortly thereafter bringing a Navy medical team from Bahrain. For his efforts on the behalf of the injured crewmen of *Caribbean Breeze,* HMC Krocke was awarded a Navy Achievement Medal.

Records

Two "firsts" in flight hours were recently accomplished, one by HSL-35 and the other by HMT-301. An SH-2F *Seasprite* of HSL-35 surpassed the 10,000-flight-hour mark. Records indicate no other SH-2F has come within 1,000 hours of this record. And HMT-301 became the first squadron to fly 75,000 accident-free hours in the CH-46 *Sea Knight.*

The following individuals marked personal career milestones:

HSL-30: Lt. Don Heiser achieved 2,000 hours while Lt.Cdr. Jim Talbot, Lts. Jim Cole and Glen Ives completed 1,000 hours each in the SH-2F.

VA-56: Lt.Cdr. Charles Schwalier completed 2,000 flight hours in the A-7E *Corsair II.*

VA-82: Skipper Cdr. Denny Carroll logged his 800th career arrested landing, aboard *Nimitz.*

VF-101: The following *Grim Reapers* have accumulated a minimum of 1,000 hours each in the F-14: Skipper Cdr. L. L. Ernst, Cdrs. D. P. Curry, D. Chopp and J. Flaherty; Lt.Cdrs. J. Snead, R. Armistead, C. Wyatt, R. Weisert, N. Ross, W. Zobel, G. Quist, J. Morrow, C. Grazel, R. Jensen and K. Nance; and Lts. C. Kain, J. Martone, D. Beauchaine, E. Peebles, P. Hebert, T. Towle, S. Vaughn, S. Kingsley, R. Johnston, S. Francis and J. Miller.

VMA-311: Lt.Col. A. W. Lind, commanding officer, amassed 5,000 accident-free flight hours in the A-4 *Skyhawk.*

Cdr. Bob Kelsey, VA-66 commanding officer, is the recipient of LAtWing-1's 1984 Pat Anderson Award for individual weapons excellence. Cdr. Kelsey won the award for having accumulated the highest number of bombing scores in competition with over 240 light attack pilots.

The following units recorded safe flying time: HMA-169, 25,000 hours and five and one-half years; NAS Meridian, 22,500 hours and 15 years; TraWing-5, 250,000 hours; VC-1, 7,100 hours and two years; VF-124, 45,000 hours and five years; VMFP-3, 25,000 hours; VMGR-352, 90,000 hours and 11 years; VP-49, 160,800 hours and 23 years; VS-41, 50,000 and five years; VT-2, 50,000 hours and 15 months; and VT-24, 75,000 and five years.

Honing the Edge

The F/A-18 *Hornet* simulator at MCAS El Toro, Calif., is providing realistic combat training, and saving several millions of dollars a year because no fuel or weapons are needed. The computerized simulator can give the F/A-18 pilots a 360-degree image of the earth, sky and targets and can enable them to see up, down, forward and to the rear of the aircraft. The system is designed to sharpen the skills of an experienced *Hornet* pilot by simulating the combat environment *Hornets* may face.

JO2 Terie McOmber

AQ1 David W. Wear, USNR-R(TAR), left, and AT2 William L. Forstner, USN, work side by side removing one of the AWG-9 weapons systems computers.

Honing the Edge

The Marines have landed at Barbers Point. MAG-24, with its three Marine squadrons, VMFAs 212 and 235 and H&MS-24 Det, will operate from Barbers Point while the runways at MCAS Kaneohe Bay are closed for renovations. The arrival of MAG-24 units was a kind of homecoming for the command as it was originally commissioned in 1942 at the now defunct MCAS Ewa, next to which NAS Barbers Point was built.

Coordinating numerous squadrons during a training exercise takes a great deal of work and planning. Adding a reserve carrier air wing requires special dedication to the cause.

Recently, CVWR-20 conducted air wing coordination and tactics training at NS Roosevelt Roads, P.R., during *CAGEX-85.* The flight and ground training was designed to exercise the capabilities of the aircrew and aircraft in a variety of tactically demanding combat scenarios. Participating squadrons included VFs 201 and 202 flying the F-4 *Phantom;* VAs 203, 204 and 205 flying the A-7E *Corsair II;* VFP-206 flying the RF-8 *Crusader;* VAW-78 flying the E-2C *Hawkeye;* VAQ-209 flying the EA-6A *Intruder;* and VAK-208 flying the KA-3 *Skywarrior.*

Naval Air Reserve, Norfolk is a good example of the One Navy concept in action. In late 1983, two Squadron Augmentation Units (SAUs) were established at NAS Oceana: VA-0686 augments regular Navy squadron VA-42, flying the A-6E *Intruder;* and VF-1486 supports the East Coast fleet replacement squadron, VF-101, flying the F-14 *Tomcat.* Under the direction of CNO, the SAU program is designed to upgrade the capabilities of the Naval Reserve and is an integral part of Secretary of the Navy John Lehman's efforts to train reservists using combat ready fleet assets.

To accomplish its mission of training combat ready aircrew and support personnel, each SAU has a complement of active duty reserve (TAR) personnel assigned to the regular Navy component. Future plans include the establishment of similar units in each of the fleet training squadrons for combat, support and patrol aircraft.

Et cetera

On its latest WestPac deployment aboard *Vinson,* VQ-1 Det C accomplished many things, including a high sortie rate and impressive accumulation of flight hours and arrested landings. But the remarkable part is that the det's performance was dependent on a 25-year-old aircraft, affectionately known as the "Aging Beauty." Det C's single EA-3B *Skywarrior* came through with flying colors.

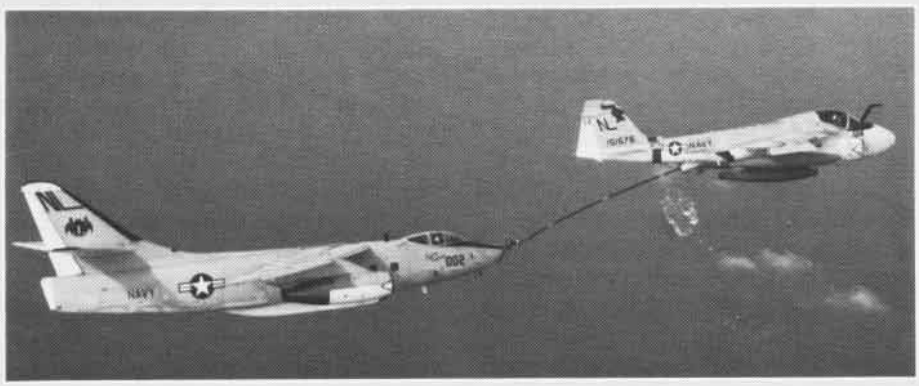
From the beginning, the tone was set. Two celebrations were held in one day, one honoring the A-3 as it passed its 25th year of active naval service, the other marking its 12,000th flight hour. A few weeks later, the "Aging Beauty" made its 100th trap aboard *Carl Vinson,* totalling over 1,100 arrested landings for BuNo 146451. Finally, the last ceremony was held for Lts. B. D. Gamble and J. S. Locke for becoming the first men to make 100 traps aboard *Vinson* in an A-3.

The "Aging Beauty" didn't let her crew down and provided the dependability that VQ-1 Det C needed for a successful deployment.

VMA-331 is the first of eight AV-8B *Harrier II* combat squadrons to be established, marking the start of tactical service for the Marine Corps' newest V/STOL aircraft.

The squadron has received the first of its 20 AV-8Bs and plans are set to have the *Bumblebees* fully operational by mid-1986. VMA-331 began their transition in January 1983, converting from the A-4M *Skyhawk* to the AV-8B.

AD3 Knoll, VRC-50, is a qualified C-130 loadmaster. That in itself is not unique; however, AD3 Patty Knoll is one



Capt. W. H. Switzer III

The "Aging Beauty" is shown here being refueled by a VA-52 KA-6D.

ADC Patty Knoll loads heavy equipment into a C-130.

of two female loadmasters in the regular Navy and is believed to be the Navy's only female C-130 loadmaster. Knoll's record shows that she is highly qualified and can meet the requirements of a loadmaster as well her rating, aviation machinist's mate. Her choice of AD was based on an interest in tinkering with cars and on the travel opportunities that an aviation rate offers. While in "A" school, with a strong desire to see the world, she selected loadmaster as her aviation specialty. Being a C-130 loadmaster for VRC-50 has certainly indulged her interest in travel. The squadron is homeported in the Philippines and it flies all over the Pacific.

Two years after completing its first fully automatic landing on a simulated carrier deck strip at NATC Patuxent River, Md., an F/A-18A *Hornet* landed automatically aboard a real aircraft carrier, *Nimitz,* stationed off the Virginia coast last fall. The historic landing certified the F/A-18A for Mode One of an automatic hands-off landing on a carrier.

The automatic landing system provides a sure-fire method of ensuring the safety of both aircraft and pilot in case of inclimate weather or incapacitation of the pilot.

Established

FASOTraGruLant, Detachment Mayport was established March 1 at NAF Mayport, Fla. Lt.Cdr. A. B. Brickey assumed command of the detachment, which has been tasked to provide ASW and electronic warfare training to LAMPS MK III aircrews; LAMPS MK III simulator suite fiscal budgeting and supply support; and issue and repair of aviation training aids.

Redesignated

VA-195 reached another milestone in its history on March 31, 1985, when it was redesignated Strike Fighter Squadron (VFA) 195. The change coincides with the *Dambusters'* transition from the A-7E *Corsair II* to the F/A-18 *Hornet* and marks a new era for the squadron.

Change of Command

AIMSO: Capt. Clarence E. Colvin relieved Capt. Thomas R. O'Connor.

ComLAtWing-1: Capt. John Coonan relieved Capt. Bernie Smith.

ComMAtWing-1: Capt. B. K. McDanel relieved Capt. Louis E. Thomassy, Jr.

USS *Guam*: Capt. Robert L. Kiem relieved Capt. John M. Quarterman, Jr.

HMA-269: Lt.Col. Randall L. West relieved Lt.Col. James A. Bell.

HMA-369: Lt.Col. James P. Sexton relieved Lt.Col. Bruce A. Schwanda.

HMM-264: Lt.Col. Bo H. Honeycutt relieved Lt.Col. William A. Beebe II.

HS-4: Cdr. Stephen R. Arends relieved Cdr. Robert M. Hanson.

HT-18: Lt.Col. Jack R. Wagner relieved Cdr. David J. Raffetto.

MAG-13: Col. R. D. Hearney relieved Col. Christian F. DeFries.

NavAvScolsCom: Capt. Jerry E. Goodman relieved Capt. Jim Ryan.

TraWing-5: Capt. R. V. Goodlove relieved Como. Jerry M. Hatcher.

TraWing-6: Capt. James C. Roy relieved Capt. Charles E. Ward.

VP-MAU, Brunswick: Cdr. Larry Staudmeister relieved Capt. Brian A. Young.

VA-75: Cdr. Gregory Brown relieved Cdr. James Glover.

VA-81: Cdr. Ken Cech relieved Cdr. Bill Beaty.

VA-105: Cdr. Gregory C. Johnson relieved Cdr. Donald A. Weiss.

VA-203: Cdr. Timothy G. Palmer relieved Capt. George W. Weiler.

VA-204: Cdr. Donald R. Roesh relieved Capt. Ken McCluskey.

VAQ-138: Cdr. Willard F. Pear relieved Cdr. Larry L. Kaiser.

VAW-78: Cdr. Paul L. Ziemer relieved Capt. E. Mathew Marks.

VAW-116: Cdr. Donald S. Wallace relieved Cdr. Peter A. Shepard.

VAW-125: Cdr. Ralph K. Zia relieved Cdr. John L. Ogle, Jr.

VF-24: Cdr. Richard J. Naughton relieved Cdr. Daniel J. Shewell.

VF-33: Cdr. Craig W. Hoffman relieved Cdr. Roger A. Burnett.

VF-103: Cdr. Roger E. Myers relieved Cdr. Samuel A. Montgomery.

VF-143: Cdr. Ed Simmons relieved Cdr. Bob Cloyes.

VF-151: Cdr. Russell M. Taylor II relieved Cdr. Charles L. Robinson.

VMA(AW)-242: Lt.Col. Willis H. Hansen relieved Lt.Col. C. E. Reeves.

VP-23: Cdr. R. Kelly Gray relieved Cdr. Gregory R. Moore.

VRC-30: Cdr. Theodore A. Mitchell relieved Cdr. Jack B. Williams, Jr.

VRC-51: Cdr. Warren A. Wilbur relieved Capt. Lewis N. Crow.

VS-29: Cdr. Daniel Mark Hacker relieved Cdr. Terry Alan Carr.

VT-2: Cdr. John M. Rose relieved Cdr. Robert B. Cameron.

VT-4: Cdr. H. Wayne Kelly relieved Cdr. David L. Newton.

VT-9: Cdr. Robert C. Nordgren relieved Cdr. Gerry F. Clesen.

awards

CNO Safety Awards

The following are the winners of the CY-1984 CNO Aviation Safety Awards:

ComNavAirLant: HC-6, HS-1, HSL-34 (second consecutive), VAs 42 and 83, VAQ-33, VAW-122, VF-103, VP-11, VS-28 and VX-1.

ComNavAirPac: HC-11 (second consecutive), HS-4, HSL-35, VAs 52 (second consecutive) and 94, VAQ-137, VAW-117 (second consecutive), VFs 124 and 151, VP-17, VQ-3, VRC-30 (second consecutive) and VS-29 (second consecutive).

ComNavAirResFor: HSL-74, VA-305, VAW-78, VF-202, VP-68 and VR-55.

ComNavAirSysCom: NARF Cherry Point, N.C.

CNATra: VTs 6 (second consecutive), 9, 10, 25 and 28 (second consecutive).

CG FMFLant: HMM-263, VMA(AW)-332, VMAQ-2 and VMAT-203.

CG FMFPac: HMH-463, HMMs 161 and 163 (third consecutive), VMFAs 235 and 323.

CG 4th MAW: HMM-774 and VMFA-112.

Sheldon Clark Trophy

Commander Reserve Patrol Wing, Atlantic, NAS Norfolk, Va., has been selected as the 1983-84 winner of the Sheldon Clark Trophy. The award is presented to the reserve unit achieving the highest combat readiness status during the competitive period. It is named in honor of the national president of the Navy League from 1940 to 1945. The trophy is made of wood from flight deck planking of the aircraft carriers *Enterprise* (CV-6) and *Franklin* (CV-13) and has a ship's bell clock mounted on the base.

Noel Davis Trophy

Reserve squadrons VA-204, VC-12, VF-302, VP-91, VR-58 and HAL-4 are the recipients of the 1984 Noel Davis Trophy for mobilization readiness. The winning squadrons were judged on readiness, training, safety, personnel retention and wing commander's evaluations. The award is named in honor of Lt.Cdr. Noel Davis, a pioneer Naval Reserve Aviator who was killed in a plane crash while preparing for the first New York to Paris flight – 24 days before Charles Lindbergh's successful journey.

Isbell Trophy

The 1984 Captain Arnold Jay Isbell Trophy for overall excellence and superior performance in air antisubmarine warfare was awarded to HS-11, HSL-34, VS-22 and VP-10 in the Atlantic Fleet; and HS-2, HSL-35, VS-38 and VP-1 in the Pacific Fleet.

Sponsored by the Lockheed-California Company, the award honors the ASW commander under whose leadership planes and escort carriers operating in the Atlantic during WW II developed into a powerful combat force. Capt. Isbell was killed in action in 1945 while serving aboard the aircraft carrier USS *Franklin.*

Pirie Award

AC2 Robert Lee Donald of Tactical Air Control Squadron 22, NAB Little Creek, Norfolk, Va., is the recipient of the Vice Admiral Robert B. Pirie Award as the Navy's top air traffic controller for 1984. He received the award for "professionalism, leadership and loyal dedication. . .proven under combat conditions ashore as he provided air traffic control services during operation *Urgent Fury* in Grenada, and to Mediterranean Amphibious Ready Group 1-84's operations in Beirut, Lebanon," according to a congratulatory letter from Admiral James D. Watkins, Chief of Naval Operations. The Pirie Award was established in 1975 by Eaton Corporation, which produces air traffic control processing and display systems, and is awarded annually to the Navy's outstanding air traffic controller.

Carrier Aviation Hall of Fame

Captain Ray Hawkins, USN(Ret.), Pensacola, Fla., was inducted into the Carrier Aviation Hall of Fame in Charleston, S.C. In ceremonies aboard the inactive carrier/museum USS *Yorktown* in October 1984, the three-time winner of the Navy Cross and one of the Navy's leading air aces in WW II joined 26 other distinguished Naval Aviators and aviation leaders who have been enshrined.

Intrepid Foundation Award

George M. Skurla, President and Chief Operating Officer of Grumman Corporation, has been selected as the first recipient of the Intrepid Foundation Award, which will be presented annually to an individual who has provided outstanding and distinguished leadership in industry, business, government or education. Sponsored by the nonprofit Intrepid Foundation, the award recognizes Mr. Skurla's significant achievements toward the advancement and development of 20th century aerospace technology – one of the major themes of the Intrepid Sea-Air-Space Museum which is operated by the Foundation.

Daedalian Cup

The Naval Air Systems Command received the Daedalian Cup for its conduct of the High-speed Anti-Radiation Missile (HARM) program. The award is presented annually to one organization within each military service for "having made the most significant contribution to the development of the most outstanding weapons system currently in use by that service" by the Order of Daedalians, a national fraternity of military pilots.

Flatley Awards

USS *Carl Vinson* (CVN-70) and USS *Nassau* (LHA-4) are the 1984 winners of the Admiral Flatley Memorial Award. The annual awards are sponsored by Rockwell International in honor of the late Admiral James H. Flatley, Jr., and recognize superior operational readiness, outstanding safety records and significant contributions to aviation safety during the preceding year.

PROFESSIONAL READING

By Commander Peter Mersky, USNR-R

Polmar, Norman, ed. *The Ships and Aircraft of the U.S. Fleet, Thirteenth Edition.* U.S. Naval Institute Press, Annapolis, Md. 21402. 1984. 559 pp. Illustrated. Indexed. $29.95.

This book gets better with each edition. This superlative edition, unlike Jane's, covers a more limited area. Whereas the British compendium must provide an overview of all the fleets in the world, *Ships and Aircraft* focuses on one navy. Within the covers of this impressive effort is everything one would want to know about the U.S. Navy, circa 1984, with peripheral coverage before and after. The large format allows for good-sized photographs, comprehensive tables and drawings which by themselves would be worth the price but, in concert with the knowledgeably written text, provides a well-balanced, exciting presentation.

Norman Polmar is well-known for his articles and books on naval subjects, with every paragraph loaded with nuggets of valuable information. Naval Aviation forms a generous portion of the book with tables on every type of aviation squadron, numerical designations, nicknames and current model aircraft. A discussion of organization precedes each chapter.

One can tell the editor has done his best to keep this book current. There is discussion of the leasing agreement between the U.S. and Israel, whereby 12 early model Kfir fighters will join the Navy for a three or four-year period for adversary purposes, an arrangement which was only recently made public. This latest edition of a respected book should be considered an indispensable reference source and demands a place in every military library.

Stern, Robert C. *F-4 Phantom, Warbirds Illustrated No. 27;* Michael J. H. Taylor, *World Fighters, 1945-1985, Warbirds Illustrated No. 28;* Dana Bell, *USAF Today, Warbirds Illustrated No. 29.* Arms and Armour Press, Box 1831, Harrisburg, Pa. 17108.

These three volumes are the latest in the growing series of paperbound picture books by this publisher. The series has included titles on the German Luftwaffe of WW II, the air war in Vietnam and various aspects of U.S. military aviation.

The *F-4 Phantom* volume deals with the postwar era almost exclusively, except for some historical shots of the F4H prototype. This non-Vietnam slant is refreshing and the various views of F-4s in USAF, USN and Air Guard colors are interesting. The Naval Air Reserve's F-4 squadrons are depicted, as are various Marine fleet and reserve units. Two good color photography sections show the *Phantom* at sea and on land. One Vietnam photo shows an F-4G of VF-213 in the short-lived green camouflage carried by a few squadrons in 1966.

World Fighters 1945-1985 embraces 40 years within its 72-page format, so its specific coverage is understandably limited. There is also little on the line of Soviet MiGs beginning with the MiG-15 in 1947. However, there are some interesting photos of post-WW II British military aviation. This volume is a good survey, in one-picture doses, of 40 years of jet fighter development.

USAF Today contains 64 pages of color photography, many obtained from official military photographers. The best photos show the huge C-5 and C-141 cargo aircraft in the "European One" green camouflage scheme; the *Thunderbirds* in their F-16s; and the oddly-configured A-10 ground attack aircraft. The October 1983 operation in Grenada has a small section of fine photos, showing mainly C-130 and C-141 operations. This volume, with its color photography, is a good buy, especially if your interest is the USAF.

Sweetman, Jack. *American Naval History: An Illustrated Chronology of the U.S. Navy and Marine Corps 1775-Present.* U.S. Naval Institute Press, Annapolis, Md. 21402. 1984. 320 pp. Illustrated. Indexed. $29.95.

This interesting volume is a quick reference tool, filled with dates, events, people and facts. It also provides hours of pleasant browsing for the armchair military historian.

Beginning with an entry of April 19, 1775 — Patriots Day, as we Bostonians refer to it — the book covers all naval happenings as well as those events with peripheral influence in quick, but well-written entries. If a longer explanation is required, the space is allotted. Thus, the reader and researcher do not have to go elsewhere for amplification. For example, the entry for October 25, 1983, gives details of Operation *Urgent Fury* — the U.S.-led invasion of Grenada — and carries through October 27, when the Caribbean island was declared secure.

A short glossary and a 12-page section of full-page maps complement the main text. A bibliography and a ship index are also useful references.

If you need a quick reference to keep on your desk while you write, or if you just enjoy meandering through American naval history, this book is a worthwhile purchase.

Hallion, Richard P. *The Rise of the Fighter Aircraft 1914-1918.* Nautical & Aviation Publishing Company of America, 101 W. Read St., Baltimore, Md. 21401. 1984. 200 pp. Illustrated. Indexed. $18.95.

This well-written treatise on the development of aerial warfare during WW I, in particular the fighter, is an attempt to link those early years of combat flying with the present day. The author gives examples such as the use of the British *Camel* and S.E.5A fighters as ground attack aircraft in 1917 and 1918.

This is not merely a book of historical facts and personalities. Rather it is a window into the world of combat flying seen from the same world 70 years later.

The author makes heavy use of in-depth research derived from "enthusiast" publications, such as the *Cross & Cockade Journal,* and other periodicals with a well-deserved reputation for historical reporting. He has also apparently found several sources not available to the average reader, such as collections of letters and memoirs from German pilots whose writings are now long out of print.

The book is amply supported with photographs, maps, useful appendices giving details of the aircraft, and a bibliography for further reading.

FLIGHT BAG

VFP-206

In the "1984 Year in Review," *NANews,* May-June 1985, it was stated that, upon its disestablishment on September 30, 1984, VFP-306 was the "last East Coast photoreconnaissance squadron." This is incorrect. VFP-206, based at NAF Washington, D.C., is still quite lively as the "last and best" RF-8G *Crusader* squadron in the U.S. Naval Reserve.

As proof of our existence, I have included an aerial photograph of *NANews'* headquarters at the Washington Navy Yard Annex taken from a VFP-206 *Crusader* on a recent training flight.

Cdr. C. D. Carson
C.O., VFP-206
NAF Washington, DC 20390

Ed's note: Oops! We apologize for the error. But thanks for the great photo.

A Ship is not a Boat

I would like to point out some wording in "Grampaw Pettibone," *NANews,* January-February 1985, that I think should be changed. I realize Gramps' response style is designed to entice readers into reading and learning, but it's about time the correct terminology is used. An aircraft carrier has never been a *boat* except when old salts are telling sea stories to easily influenced young sailors, who in turn get into the bad habit of calling ships *boats.* Since January 1, 1985, EDFs are back to mess decks, UEPHs are barracks, UOPHs are BOQs, stairs are ladders, etc. But *ships are still ships,* not boats.

CWO4 George M. Agrecy
Rescue Swimmers School
Aviation Schools Command
NAS Pensacola, FL 32508-5400

Ed's note: Your point is correct. From time to time, however, we let Gramps exercise editorial license. Ships should not be referred to as boats and NANews should not encourage its readers to think that way. On the other hand, Gramps is an old salt and both he and I know a fair number of Naval Aviators who prefer to say they "hit the boat" rather than "landed on the ship." Most, I would bet, would rather "hit the beach" than "go ashore." Thanks for calling this to our attention.

F4U History

I am compiling an operational history of the F4U *Corsair* for publication by an aviation historical society here in the U.K. I hope to include details of all of the squadrons in which it flew, as well as the service histories of the individual aircraft. I would appreciate hearing from anyone who has information on squadron locations and deployments, noteworthy incidents, technical problems, etc., and from former pilots who would permit access to their logbooks.

G. F. P. Kernahan
26 Cleveland Rd.
Uxbridge, Middlesex UB8 2DR
United Kingdom

A-6 Intruder Book

We are currently assembling a book on the A-6 for a British publisher and would appreciate hearing from any aircrew who would be willing to share experiences with the *Intruder.* We are particularly interested in the Vietnam period.

Peter E. Davis
Anthony M. Thornborough
28 Claremont Road
Bishopston, Bristol BS7 8DH
United Kingdom

Battle of Tassafaronga

I am interested in contacting any veterans who participated in the Battle of Tassafaronga on November 30, 1942, for a possible book on this action.

Randy Stone
7917 Lloyd St.
N. Hollywood, CA 91605

VS-41

I am writing about your article in the March-April 1985 issue on VS-41. While it is true that the primary user of the S-3A simulators (Device 2F92A) is VS-41, you state that the trainers belong to the squadron. That is incorrect and it does not give proper recognition to a small group of people that is getting steadily smaller. I refer to the Tradevman (TD) rating. The S-3A trainers are, in fact, under the maintenance custody of the Fleet Aviation Specialized Operational Training Group, Pacific, headquartered at NAS North Island, Calif. Although dwindling in number, these dedicated technicians continue to do more with less in order to provide maximum training availability to the fleet. I realize the TD rating is being disestablished, but please don't push us out the door before we're gone!

TDC R. E. Kibitt
1427 Wake Road
Coronado, CA 92118

VP Professional Symposium

Senior members of the patrol community gathered in Washington, D.C., recently for the annual VP Professional Symposium. Over 100 Washington-area commanding officers participated in this year's meeting, including, from left to right: RAdm. D. J. Wolkensdorfer, Como(S). S. F. Gallo, Como(S). J. S. Yow, Como. E. A. McVadon, RAdm. E. A. Wilkinson, Como. W. T. Pendley, RAdm. B. T. Hacker, Como. O. E. Osborn and Como. S. F. Loftus.

Info Wanted

I would like to hear from anyone who could supply information, documentation or anecdotes concerning radio communications gear and procedures used in WW II aircraft and/or TBM *Avengers* used as trainers at NAS Kingsville, Texas, during the 1950s in ATU-400 – particularly TBM-3S-2, BuNo. 91119.

Robert Rowe
913 Salem Drive
Corpus Christi, TX 78412

Reunions, Conferences, etc.

VR-24 reunion, August 8-11, Pensacola, FL. Contact AT1 Pete Owen, USN(Ret.), 24633 Mulholland Hwy., Calabasas, CA 91302, (818) 348-4056.

Naval Air Transport Squadron, Inc., reunion, August 17-22, Washington, DC-Annapolis, MD. Contact Victor Kish, 12716 Silver Lane, Sugar Creek, MO 64050.

USS Cabot (CVL-28) ship's company reunion, September 1985, Williamsburg, VA. Contact Ray Miller, 318 Milan Pl., Anaheim, CA 92801, (714) 828-1851.

VPB-27 reunion, September 2, Dallas, TX. Contact Edgar B. Francis, P.O. Box 731, Odessa, TX 79760, (915) 366-7980.

USS Cincinnati reunion, September 4-7, Asheville, NC. Write Dorothy Poupard, 1985 Cincinnati Reunion, 5273 Turner Smith Rd., McLeansville, NC 27301.

National Stearman Fly-In, September 4-8, Galesburg, IL. Contact Ted McCullough, 2310 Monmouth Blvd., Galesburg, IL 61401, (309) 342-2298.

USS Antietam (CVS-36) reunion, September 5-8, St. Louis, MO. Contact James W. Brown, Rt. 1, Box 58D, Middletown, IN 47356, (317) 354-2491.

USS Omaha (CL-4) reunion, September 9-12, Norfolk, VA. Contact Frank L. Vito, 1409 Indiana N.E., Albuquerque, NM 87110, (505) 256-1321.

VPB-117 reunion, September 18-21, St. Louis, MO. Contact R. J. Mallett, 7340 Granbury Circle, St. Louis, MO 63123, (314) 843-5527.

USS Independence (CVL-22) WW II ship's company and all squadrons reunion, September 19-21, Omaha, NB. Write Bob Spinharney, 10511 "O" St., Omaha, NB 68127.

Covered Wagon Assoc. (CV-1/AV-3), USS Whipple (DD-217) and USS Pecos (AO-6) joint reunion, September 19-22, San Diego, CA. Contact George Wade, 2005 Cordova Pl., Carlsbad, CA 92009, (619) 729-3296.

USS Canberra (CA-70/CAG-2) and HMAS Canberra reunion, September 20-24, Brisbane, Australia. Contact James L. Perreten, 4401 Graywood Ave., Long Beach, CA 90808, (213) 425-3390, or Jerry Der Boghosian, 168 Blake St., Lewiston, ME 04240, (207) 782-5211.

VPB-26 reunion, September 20-22, Corning, NY. Contact R. J. Moreiko, RD #8, Box 594, Binghamton, NY 13904, (607) 723-9120.

USS Philadelphia (CL-41) reunion, September 1985, Huntsville, AL. Write F. J. Amoroson, 93 Dunbar St., Somerset, NJ 08873.

Marine Corps Aviation Assoc. symposium, October 10-13, Chicago, IL. Contact MCAA, P.O. Box 296, Quantico, VA 22134.

USS Enterprise (CV-6) Pearl Harbor Remembrance Day, December 7, Painsville, OH. Contact William Kochever, 1840 Mentor Ave., Painsville, OH 44077, (206) 354-9530.

CAG-14 WW II 1943-45 squadrons reunion, September 12-15, Denver, CO. Write CAG-14 Reunion, P.O. Box 6242, McLean, VA 22106.


DEPUTY CHIEF OF NAVAL OPERATIONS
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