NAVAL AVIATION NEWS

Drone Aircraft
Korea Air War
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TORPEDOES WRECK DAM

Skyraiders from the *Princeton*, in the first torpedo attack of the Korean war, destroyed flood gates and damaged the Hwachon dam. Story of attack on pg. 8.

RED F6F DRONE FROM VU-2, CHINCOTEAGUE, WITH ENS. M. E. SMITH AS SAFETY PILOT FLIES WITH MOTHER 7F7 PILOTED BY E. G. CALLAS, PRC (AP)

RADIO ROBOTS

EVERYTHING'S checked out. You and your F6F are ready for takeoff. You up throttle to 32" manifold pressure . . . she revs up . . . you release brakes . . . up full throttle. The *Hellcat* starts down the runway . . . she's in the air. You raise landing gear, and flaps. She's reached 400 feet and you set her into autocruise. Notify the control plane to take over —and settle back, down on the ground, while you wait for the plane to land again. Yes, you've been piloting an F6F during takeoff all right, but you aren't in the cockpit! In fact, nobody's in the cockpit—because this F6F is a standard Grumman fighter converted to radio control, needing no human pilot.

You've initiated and controlled her takeoff by flipping switches and moving a miniature control stick in a little black box from a ground control station alongside the runway.

But that's not all. Up there, in a "control" plane, the pilot, using a black box like yours on the ground and a throttle control for the F6F built into his own stick, is ready to fly her. How is it done? It looks simple, but it took many years of experimentation for the Navy to develop its drones. Today the research is going on at Johnsville and other places to perfect remote control of operational-type planes at faster speeds, from greater distances and with greater ease.

GROUND CONTROL OFFICER ON OPERATION CROSSROADS BRINGS IN RADIO-CONTROLLED HELLCAT DRONE; PLANES FLEW THROUGH ATOMIC CLOUD

EARLY NAVY DRONES WERE CONVERTED SBU-1 SCOUT BOMBERS LIKE THIS

ATOMIC BOMB DRONE GUIDED BY 'QUEEN' PLANE WITH A SPARE ON HAND

HERE IS how a drone operates. An automatic pilot in the drone maintains stability, answering radio signals sent from a transmitter on the ground or in a control "mother" plane. The radio receiver in the drone uses the signals to actuate electronic devices. Such maneuvers as climbs, dives, banks and turns, are possible. Engine speed, landing gear, flaps and brakes can be controlled by the operator. In short, all functions normally performed by the human pilot are duplicated by the auto-pilot under remote radio control.

But it hasn't always been that simple. Much work has gone into developing drones since back in 1936 when men at Naval Aircraft Factory in Philadelphia tinkered with the idea of remote-controlled aircraft. This early experimental work, under Capt. (then LCdr.) D. S. Fahrney, was supplemented by groups working at NAS CAPE MAY and NAS SAN DIEGO.

Early in the game, a small group of Navy civilian engineers got in the picture and development work progressed throughout the war years. When aircraft conversion at Naval Air Modification Unit (NAMU) was transferred in July, 1944, to Johnsville, Penn., this group went right along with the work.

On 1 August 1947, NAMU became the Naval Air Development Station and on 1 August 1949, the station became a full fledged center (NADC). Development of radio remote-control aircraft went right on during these years as one of the many phases of work of NADC's pilotless aircraft development laboratory, now called engineering and development services department of NADC JOHNSVILLE.

What is the nature of this development? Well, it involves the devising of controls, equipment, and techniques necessary for converting man-carrying standard aircraft into radio-controlled pilotless aircraft, or "drones." (Incidentally, the use of the term "drone" in this article refers to a converted standard aircraft of this type and should not be confused with other types of aircraft specifically designed for target purposes.)

And it's primarily a job of devising equivalents for human judgment and human coordination, using a composite of electronic and mechanical devices to replace the pilot with his hand on the stick, his feet on the rudder controls, his eyes scanning the myriad gauges and indicators on the instrument panel, and his infinitely complex human mind, receiving, digesting, correlating, and coordinating the intelligence, feelings, and impressions thus received, and initiating the necessary action to adjust the power plant operation and the control surfaces of his airplane to meet the problem.

HOW DO we obtain this substitute for a human pilot? What are the components and devices that enable us to operate a "drone"—make it take off, maneuver in turns, climbs, and dives, and land—all without a pilot in the airplane and all controlled by switches or push-buttons on a control panel located in a control aircraft or at a ground station many miles away?

Let's take a look at the latest man-carrying pilotless aircraft, an F6F-5K target drone equipped with a P-1K auto-pilot.

The major elements involved in the equipment that permit operation of a drone like the F6F-5K by radio control are the radio remote control system itself and the stabilization system which includes the P-1K auto-pilot.

The radio remote control system consists of a control unit, a radio transmitter-modulator, a radio receiver-selector unit, and a relay control unit. The control unit and radio transmitter-modulator are located in the control station, whether it's located at a ground control point or in a control aircraft such as the F7F-2D and/or the F8F-1D. The other components of the system are located in the radio-controlled drone itself.

The control unit is a small box with a miniature control stick, push-buttons, and toggle switches. The miniature control stick, which is a simulated version of a regular control stick, can be flipped in four directions to control dive, climb, left turn, and right turn, and it's topped by a button that'll bring the *Hellcat* back from a turn into a straight heading. The toggle switches control such operations as "throttle on-off, cowl flaps open-close, landing gear up-down, brakes on-off, auto-cruise (throttle), direct rudder left-right."

The auto-pilot serves to *keep* the above aircraft on any desired heading, functions to *bring the airplane back* to position when displaced from such head-

CHINCOTEAGUE F7F FLOWN BY CALLAS VEERS OFF AS CARROLL, FOX GROUND CONTROL, TAKES OVER

NAVY DRONES GIVE GUNNERY CREWS LIKE BAIROKO'S FIRING PRACTICE

RADM. T. L. SPRAGUE EXAMINES RADIO CONTROL BOX AT ROSWELL AFB

ing, and *maintains* the drone accurately stabilized about its roll, pitch, and yaw axes. Through this system, the F6F-5K is gyro-stabilized about all three axes.

For check-out purposes, a miniature control stick switch and an auxiliary drone control unit are installed in the drone to permit a human "safety" pilot riding in it to operate the aircraft through the electrical control switches by simulating the remote control. The safety pilot can thus check out the drone control equipment during test flights and perform the final check-out to insure proper operation of all components before each *nolo* flight. A *nolo* flight is an actual radio remote control operation with "no live operator" aboard the aircraft.

To obtain satisfactory remote control of drones such as the F6F-5K, it has been necessary to devise means for automatic power control for the engine and for automatic transfer of the fuel supply from the various reserve tanks to the main tank. The power control function is essentially a matter of coordinating changes in the RPM setting of the power plant with the related manifold pressure setting. This relationship is maintained through a power control unit which acts as a pressure regulator for the propeller governor and manifold pressure settings. This unit is able to sense, through the manifold pressure line, deviations caused by altitude changes, and automatically repositions the throttle as necessary.

A fully automatic fuel transfer system provides for continuous and automatic fuel flow to the engine until all tanks are empty. During remote control operations, the fuel is automatically transferred into the reserves tank from a jettisionable auxiliary tank and from the two main tanks.

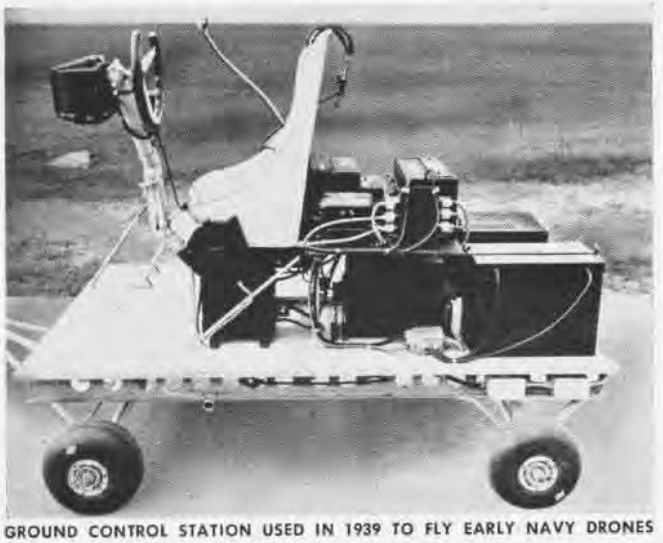
Now that we've presented in a general way how a radio-controlled drone operates, why did we need them at all? Well, it all really began because the Fleet needed carrier AA gunnery targets that were more maneuverable than the usual sleeve-type target and which would simulate more realistically an attacking enemy aircraft. An actual fighter aircraft, performing simulated attack maneuvers by means of radio remote control, provided the ideal target.

The first work along this line was initiated back in 1936 under *Project Dog* at the Naval Aircraft Factory and continued under *Project Fox* in 1938. It involved the conversion of the N2C-2, NT-1 and Hammond single-engine biplanes to radio control; a GC-2 airplane was equipped to operate as the control airplane for these early conversions.

THESE early drones had no automatic stabilization system. All their controls were actuated by direct signal. For example, if the control operator wanted the drone to dive, he pressed the button initiating a radio "beep" to put the aircraft into a dive. The beep signal was routed through the electro-hydraulic transfer valves directly to the hydraulic servo controlling the elevators.

When a short dive signal was thus initiated, the surface was deflected to a small degree and the airframe began to rotate about its pitch axis. An opposite beep signal had to be sent immediately by the control operator in order to stream the surfaces and thereby maintain the desired angle of dive.

It was necessary for the control operator to be actively controlling the operation of the drone at all times. It can therefore be seen that putting one of these early drones through, for example,



GROUND CONTROL STATION USED IN 1939 TO FLY EARLY NAVY DRONES

MOBILE REMOTE CONTROL GROUND TRUCK TO OPERATE F6F-5K DRONES

CHINCOTEAGUE CREW CHECKS OUT RED HELLCAT

a left turn and dive maneuver, required a continuous and very difficult coordination by the control operator of engine speed, ailerons, rudder, and elevators.

The development of radio-controlled man-carrying pilotless aircraft, from the above described relatively "primitive" system to the present day F6F-5K, involved two major lines of progress—the evolution of a satisfactory stabilization system, and the improvement of the radio remote control system.

A typical early stabilization system, developed by the NAF during 1938-39 for early 03U-1 radio-controlled drones, used gyros controlled by photo-electric cells equipped with a shutter. This system was replaced about 1940 by air pick-off gyros, utilized in later 03U's, F4B's, SNU's and other converted aircraft. The air pickoff gyros were also used in converting about 600 TG-2's, 100 F6F-3K's, and about 40 F6F-5K's during 1944-46. In the latter part of 1946, the air pick-off stabilization system was replaced by the P-1K auto-pilot. Converted target drones such as TD2C's, TDN-1's and TDR-1's utilized single-unit servos which reduced complexity of prevailing hydraulic-type servo actuators.

During the years of work described above, certain applications reflected the growing reliability and flexibility of the radio control development. In November, 1937, for example, an early NAF conversion, under direct radio control, was demonstrated for the first time at NAS ANACOSTIA, D. C. In December of the same year, the first "nolo" flight was made at NAS CAPE MAY, N. J. By June of 1938, radio-controlled drones were sufficiently developed to be turned over to the Fleet, and *Project Dog* became an operational project at VJ-1, San Diego, while *Project Fox* took over the development work at the NAF.

In August, 1938, a radio-controlled drone was first used as a target for ship gunnery practice exercises of the USS *Ranger*. This initial use of an actual aircraft as a target revealed a significant need for radical improvements in carrier anti-aircraft artillery and fire control equipment, procedures, and techniques, and created a revolution in the Fleet's gunnery training program.

In April, 1941, 03U combat aircraft were equipped for radio remote control so that they could be subjected to rigorous structural strength flight tests involving greatly accelerated dives and pull-outs. Through the use of radio remote-controlled aircraft, the necessity of subjecting human pilots to the attendant risks was eliminated.

In March of the following year, a torpedo-carrying TG-2 converted to radio control was equipped with a television "eye" which transmitted a picture of the target back to the control aircraft. The airplane performed the first successful simulated attack on a destroyer, which was maneuvering at 15 knots. The control airplane was 10 miles away when the destroyer was picked up by the TV "eye" and the picture transmitted to the television screen in the control aircraft.

In January 1944, radio-controlled F6F's were utilized in simulated combat tests performed to determine the degree of inflammability and fire hazard that might develop in connection with the possible ignition of jettisonable fuel tanks. These tests, performed under gunfire, enabled the Navy to obtain this data without the necessity of exposing human pilots to the serious risks involved.

DRONE CONTROL UNIT IN F7F'S REAR COCKPIT

AT VARIOUS times during the development period preceding the usually reliable F6F-5K drone, Navy pilots involved in actual flights of radio-controlled drones have had some amusing as well as hair-raising experiences.

For example, in 1943, the resort city of Wildwood, New Jersey, narrowly escaped an unscheduled visit from a radio-controlled SBU conversion that was being used for ship target practice about 100 miles off Cape May. A piece of shrapnel apparently damaged some control component. The SBU failed to respond to radio command signals and began heading toward the Jersey coast, bearing directly toward Wildwood boardwalk.

Luck, however, was with the Navy and Wildwood (and two old ladies in a rolling chair!) because a cross-wind picked up while the drone was still out over the bounding blue, and the SBU veered just enough to clear the terminus of the

WARTIME USE OF TDR-1 REMOTE-CONTROL PLANE WAS TO DROP 2,000-POUND GP BOMB ON JAPS

AIR FORCE USES REMOTE CONTROL TO FLY FORTRESSES IN FORMATION

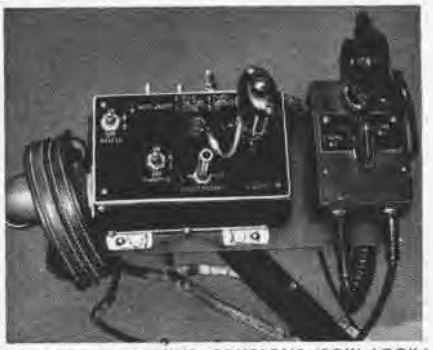
SPRING-LAUNCHED DRONE ABOARD CVB MIDWAY AIDS GUNNERY CREWS

boardwalk by about half a mile, skimming in across the breakers to a deserted portion of the beach, where she "nosed over" into a sand dune.

About the same time, a converted radio-controlled F4B being used for target work off the Maine coast developed a jammed radio receiver. As a result, the gyros started winding up and reversing and the drone began climbing into and diving out of a very opaque overcast that prevailed. After being chased for some time by rather apprehensive chasers, who were never sure just where or when she would pop out of the overcast, the wayward aircraft ran out of fuel and buried her nose in the briny deep.

Early in 1946, the NAMU received an assignment to convert a number of F6F-3's into radio-controlled drones and 20 F6F-5's into control aircraft. The drones were destined to make aviation history during one of the most dramatic military operations of this era: namely, the *Operation Crossroads* atom bomb tests at Bikini Atoll. During the first of the two bomb drops, three out of four radio-controlled *Hellcats* were directed right through the tremendous radioactive cloud billowing up from the bomb-burst and came out loaded with radioactivity: the fourth went out of control and crashed.

One of the first three ran afoul of a tremendous updraft on entering the bomb column, was lifted 6,000 feet up above the level at which it entered, and couldn't be located by the controlling F6F waiting on the other side. The fighter director from aboard the carrier *Shangri-La* located the errant drone when it was 55 miles from the atomic blast spot and vectored the control airplane toward it. The wayward F6F-3K



THIS IS HOW GROUND CONTROL'S 'BOX' LOOKS

was brought back under remote control and successfully landed at Roi Island in the Kwajaleins with the other two drones.

During the second test, other F6F-3K's were directed through the steam and smoke column 9,000 feet above the "waterspout" thrown up by the explosion and picked up air samples from the column plus data on velocity, acceleration, and altitudes as affected by the extreme radioactivity encountered.

The Bikini tests were significant measures of the usefulness of the radio-controlled drone for purposes other than gunnery targets.

Originally converted to radio control for target drone purposes because of their maneuverability and high speed, F6F-5K's are also being modified by the NADC to increase their target drone usefulness and to permit their utilization for other purposes. At the present time, an F6F-5K is being modified by the addition of two external turbo-jet engines to increase its altitude range and speed maximum to provide gunnery targets comparable to today's faster and higher altitude fighter and bomber aircraft. Other drones are also being equipped with low altitude control equipment that will permit more precise control during simulated attack maneuvers at very low altitudes, ranging from 50 to

SMALL TARGET DRONE FOR GUNNERY PRACTICE

200 feet.

Like the Navy, the Air Force also has been interested in drone aircraft. Its efforts, however, have been directed mostly at developing bombers like the B-17's which flew without pilots through the atom bomb area at Bikini. *Fortresses* also have been flown long distances over land and water to demonstrate remote control is feasible.

Nobody knows what tomorrow's drone will be doing but it may have a television camera in the nose, carry a heavy bomb load and do a Kamikaze dive on a target with great efficiency.

RED HELLCAT DRONE, PILOTLESS AND FLAPS DOWN, TAKES OFF SHANGRI LA AT BIKINI TESTS

GRAMPAW PETTIBONE

Booby Trap Dept.

With 41,000 accident records in the files, it is easy to think that you "heard everything". Two accidents last month, however, prove that there's no end to the ways in which folks can smash up high priced planes.

Both fall into the "booby trap" category and in each case the fault lay not with the pilot but with the carrier flight deck personnel:

Case #1

Pilot of an AD-3Q was engaged in night carrier qualification landings. As he came around for his third landing, another plane was being taken to the hangar deck via the forward elevator. The AD-3Q made a nice landing and was taxied up to the take-off spot just forward of the barrier. At this point, it was turned over to FLY ONE where the turn up and launch signal was given. When the plane was about 50 feet from the forward elevator, the pilot noticed the light from the hangar deck and realized that the forward elevator was not fully up. He attempted to pull the plane off the deck in order to clear the stanchions.

The AD became airborne but hit the guard rail around the elevator. This slowed the plane to a point where it started a nose high roll to the left. The ensign at the control had sufficient presence of mind to retard throttle and get the nose down to pick up some airspeed. He hit the water in a flat wing-level attitude just forward of the carrier.

The pilot made good use of his life jacket, signal flares, and the red light on his life jacket. He was picked up by a whale boat from the plane guard destroyer a few minutes later.

Investigation revealed that the FLY ONE officer had been at flight deck quarters since 0600 and was undoubtedly fatigued beyond the point of proper reaction. The forward traffic signal light, moreover, was left on "GREEN" when the forward elevator was lowered.

Case #2

Believe it or not this one occurred in broad daylight!

The pilot of an F4U-4 had completed two carrier qualification landings and expected to be taken down the number two elevator in accordance with previous briefing. At this time the two planes which had landed immediately before

were being spotted on the port and starboard catapults.

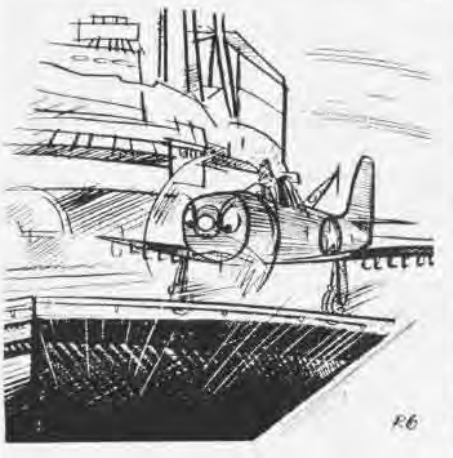
As the F4U-4 taxied forward out of the arresting gear, the pilot raised flaps and began to fold his wings. However as he crossed the barriers, FLY TWO gave the signal to unfold wings. After glancing at a PRIMARY FLY, FLY TWO then gave the flaps down signal, followed by the turn-up signal. The pilot indicated that he was ready, after which he was given the launching signal.

The F4U started down the deck, and the pilot's first indication of danger came when he saw numerous members of the flight deck crew scampering for the catwalks. As the tail came up he saw the two planes on the port and starboard catapults, and hit the brakes.

The F4U skidded from the 275-foot position to the 160 foot position where it crashed between and into the two planes on the catapults.

All three F4U's were severely damaged and will require major overhauls. Fortunately no one was injured.

This accident occurred on the first day



of flight operations following the recommissioning of the carrier. It was caused by haste and inexperience on the part of the flight deck personnel. FLY TWO apparently launched the aircraft without visually checking the forward deck. Neither bull horn, yodel, or radio was employed by PRIMARY FLY to warn pilot and deck crew of impending danger.

Mighty Sharp

A couple of months ago I wrote about two cases where pilots had engine failures at high altitudes right over their home fields and were unsuccessful in gliding to a dead stick landing within the airfield boundaries.

Here's a recent instance which did not result in an accident and is interesting because almost everyone involved did the right thing and did it so expediously.

The engine failure occurred in an F6F-5 during a high altitude test flight. Here's the pilots description of what happened:

"The take off and climbout were normal and all instruments indicated normal readings except that the cylinder head temperature was a little high although no difficulty was experienced keeping the temperature within limits. Shortly after passing 20,000 feet, without any warning, the engine began to vibrate severely.

I immediately reduced throttle setting and shifted to neutral blower. This had no effect on the vibration, so I put the propeller control in full decrease RPM. About this time large quantities of white smoke began coming out of the engine cowling. Fearing fire, I put the mixture control in idle cut off, turned off the ignition, and turned off the gas. I then broadcast *Mayday,* and told NAS PENSACOLA tower of my trouble.

I had slowed the plane to 100 knots, trying to slow the windmilling of the propeller to reduce vibration, but the vibration increased to the point that I feared the engine mounts or aircraft structure might fail. I called the tower and told them I might have to abandon the plane.

After a time, the vibration did not seem to increase so I decided to ride the plane down. This was at about 12,000 feet. I then called the tower of my intentions and asked them to relay to Barin Field runway portable a message asking them to clear the field of FCLP. At 4000 feet east of the field, the tower told me that Barin had been notified.

I was staying fairly close to the field so that I could make a choice of runways. At 4000 feet, I put the gear down and continued

my glide close aboard. At 1200 feet, I was north of the field, about 90 degrees from runway 18, west field, and as I could see planes in the FCLP pattern, decided to use this runway to be able to keep these planes in sight. I started my turn in toward the runway and lowered by flaps.

At this point, I figured I was 2000 feet from the runway and in a good position to hit the runway. I maintained a 90-knot glide and as I neared the field boundary, started flaring out. I touched down about 100 yards down the runway and was completely stopped about halfway down. I then checked the cockpit again to see that everything was secured and got out of the plane. The search and rescue PBY-5A and helicopter landed within 30 seconds after I crawled from the cockpit."

Grampaw Pettibone Says:

An observer who listened to the radio transmissions during this emergency tells me that the thing that impressed him most about this show was the calm way in which the pilot described his troubles and his descent. He says, "The pilot sounded as if he were a disinterested observer sitting off to one side and passing on the word."

Alert tower operators at the fields where the SAR planes are based caught the *Mayday* and started the ball rolling immediately. The helicopter was on its way in less than three minutes and the lumbering PBY was right behind. The PBY was at the scene by the time the F6F-5 was down to 7000 feet, and the helicopter got there at about the same time.

The only hitch in the whole performance was the fact that the SNJ's in the FCLP pattern didn't get the word to clear the landing pattern. However, the F6F came in crosswind right after one SNJ had taken off and another SNJ in the final got the word from the runway duty officer in time to take a wave-off.

Use Guard Frequency

Not long ago an F8F pilot had an engine failure on the plane's first flight after coming out of overhaul. The pilot was at an altitude of 3000 feet close to the field, and he should have had little trouble in making a dead stick landing.

He did not shift to guard frequency to notify the tower of his troubles. The pilot's emergency call was blocked by the tower's own transmissions to other aircraft, and therefore the field was not cleared for the emergency.

When the pilot saw that the service runway was not being cleared for him to land, he continued around hoping to land on the next runway. As he approached this runway an SNJ taxied onto it. The pilot finally had to land in soft ground parallel to the runway.

The landing gear was sheared off, the left wing panel severely damaged and the skin on the bottom of the fuselage and left stub wing was ripped in several places. The engine mount, cowling, and propeller were also damaged.

In short, the F8F was ready to go right back in for another major overhaul.

In all probability a successful dead stick landing could have been made on the service runway if the pilot had declared himself on proper channel.

When you're in serious trouble, use the guard channel to be sure of getting your message through.

Who Stacked the Deck?

If you look closely you can see that this *Corsair* has snagged a wire although the pilot is trying to take a wave-off. The plane went on over the side and hit with full power. The pilot crawled out with a bruised knee and was picked up seconds later by the plane guard.

Grampaw Pettibone Says:

There's more to this accident than meets the eye. Of course, the pilot erred when he anticipated a cut and took off some power only to realize that he was getting a wave-off.

However, the accident board notes that due to a combination of circumstances this pilot had not been given any FCLP during the week prior to his initial qualification aboard the carrier. He lost a couple of these days in transit, and a couple more when he was confined with the flu.

The carrier was heading into the early morning sun at the time the qualification exercises began. The plane just ahead of this F4U blew a tire on a hard landing and the other planes in the pattern circled until the deck was clear.

As he approached the ramp, the pilot had difficulty seeing the Landing Signal Officer. In an attempt to get a better view he extended his head outside the cockpit. This probably caused him to lower his left wing and add more right rudder, which set up a skid to the left. At the same time the pilot eased off throttle which resulted in the airplane settling at the ramp. The pilot was given agitated come-on signals, a low close to the ramp, immediately followed by a wave-off. He appeared to take off some power and then add full throttle. The hook caught number 3 wire.

I think the cards were stacked in favor of this accident before it happened.

"Here lie the bones of old friend Joe
Started his pull-out a shade too low.
He used to get a lot of hits,
But now he's in such little bits."

Hey, Ma, Get Me Out

If your folks happened to live right next door to a 2600-foot landing strip, and you just happened to make a little 100-mile detour that put you right over it, you too would be tempted. In fact, you might even convince yourself that your engine sounded a little rough and that you ought to land and tighten a spark plug or two.

This combination of circumstances appears to have been the undoing of a youthful reserve pilot the other day. Having yielded to temptation, he inadvertently landed down-wind on the last half of the strip. When he ran out of runway, the F8F flipped over on its back.

The hero of this episode must have looked rather unhappy while his friends dug him out. Thanks to shoulder harness and a protective helmet, he was uninjured.

He is currently scheduled to appear before a Naval Aviator's Disposition Board.

A Costly Short Cut

At 0900 one morning an F4U-4 was de-gassed preparatory to installing a new emergency fuel pump. At 0930 the plane was towed into the hangar and the old emergency pump was removed. The hole in the fuel cell was left open.

Twenty minutes later two mechanics assigned to the job soldered the leads of a new pump to the detachable end of the cannon plug and proceeded to test the new pump before completing the installation.

The battery switch and fuel selector valves were turned on and the fuel pump switch placed in the "emergency" position. The mechanic observing the pump then called to the man in the cockpit to place the fuel pump switch in the "boost" position.

When this was done, an immediate explosion and flash fire took place. The clothing of the mechanic under the plane was ignited and he suffered very painful burns.

Grampaw Pettibone Says:

Had either of two recommended safety procedures been followed, this accident would not have occurred. No doubt these men were anxious to complete the job and get the plane back in the air with a minimum delay, but the new pump should have been bench checked prior to installation. Had this been done the short circuit that set off the fire would have been discovered.

Also, if the gas tank in which the new pump was being installed had been purged properly with CO_2, the explosion and fire would not have occurred.

KOREAN AIR WAR

CARRYING EIGHT HIGH VELOCITY ROCKETS AND TWO NAPALM BOMBS, A CORSAIR TAKES OFF IN KOREA FOR AIR SUPPORT STRIKE AGAINST REDS

First Torpedo Attack

Navy *Skyraiders* of Air Group 19 on the *Princeton* dropped their first torpedoes of the Korean war on 1 May when divebombers from Task Force 77, escorted by *Corsairs,* launched torpedoes against flood gates of Hwachon reservoir dams in east central Korea.

The tin fish destroyed one gate and made a 10′ hole extending below the waterline in the second. Three of the torpedoes exploded at the center of the 200′ high dam, which is 900′ long. A fourth did unassessed damage to an abutment at one end. The gates which expose an extremely narrow vulnerable surface and aiming point upward had proved difficult to hit by bombing.

The gates were 20′ high, 40′ wide and 2½′ thick. The planes twisted and dived around 4,000-foot ridges to reach the short curving leg of the lake that leads into the dam. They had just enough water distance to level off at the proper altitudes before they reached release point.

After dropping their torpedoes into the fresh water lake, the pilots had to make an abrupt pullout over steep ridges and high tension wires rising above the dam.

The strike was mounted at the request of the 8th Army in Korea. It was the first torpedo attack to be carried out by the Douglas *Skyraider* under combat conditions and the first torpedo drops of any kind for half of the pilots on today's mission. It was the first combat use of aerial torpedoes by the Navy since World War II and the first torpedo strike to be launched from the *Princeton.* Photos of the attack appear on the inside front cover of the NEWS this month.

With their remaining bombs, the torpedo task force gave close and deep air support which air controllers credited with destroying 610 enemy troops during the day. They hurled napalm into a tunnel northeast of Seoul where a ground controller reported enemy in battalion strength to have hidden earlier.

SIX MONTHS *growth of beard can't hide smile of Lt. (jg) Edward Phillips as he surveys torn tail section of his sturdy Skyraider*

LSO, Pilot Team Up

USS LEYTE—The only difference be-

COMMUNIST *minelayers get a thorough going over as naval planes spread the fiery destruction of napalm bombs over the ships*

tween LCdr. Edwin S. Memel's first and his hundredth landing was the type of plane flown.

Back in 1948, Lt. Al Monahan, the landing signal officer aboard the training carrier *Cabot* brought Memel in for his first carrier landing in an SNJ. The years passed and both men were aboard the *Leyte* fighting the Chinese. For old times sake, LCdr. Memel asked and Lt. Monahan agreed to bring the former in on his 100th landing, this time in a speedy FJF *Panther* jet.

Monahan ordinarily flies off the *Leyte* in a helicopter, he being a rescue pilot who has picked up five *Leyte* fliers who had to ditch their planes in the frigid Sea of Japan off Korea. So he picked up the LSO paddles for the first time in several months and brought Memel in for a *Roger* landing. It was Memel's 87th jet landing and his 74th aboard the *Leyte*.

A Merry Chase

How would you like to look out of your cockpit in the pouring rain and see two 220-pound bombs bouncing along the runway beside you as you came in to land?

1st Lt. Charles H. Burgans, a *Flying Nightmare* pilot, had that experience over in Korea and, although they did not explode, he was ready to go back to his California farm.

He was out in his *Corsair* night fighter-bomber burning up trucks when bad weather hit him. His wind hield collected snow faster than the heater could melt it. Over Seoul, his wings picked up so much snow, the fighter became sluggish, and to make things really bad, his airspeed indicator went out.

Burgans dumped the snow from his wings by making shallow dives and changing the air flow over the wings so the snow blew away. Later blinding rain solved his snow problems but it did not make his arrival back at base any easier as he had no airspeed indicator. Neither did he know his two bombs had failed to drop and were frozen to the racks. They broke loose when he landed and chased him down the field.

After he got back he found out his fellow pilots had been grounded for hours because of the weather.

Long Row Home

Ten men in an open whaleboat fought a desperate four-hour battle in the icy mine-infested waters off Wonsan, Korea, to rescue a downed fighter pilot from the USS *Valley Forge*, Ens. Ralph M. Tvede.

Tvede ditched his plane a half mile off Wonsan beach. Nearest friendly ships were 80 miles away. The DD *Ozbourn* headed for the scene immediately. At the same time the Air Force sent a *Dumbo* rescue plane. Owing to the distance of the base from the pilot, the *Dumbo* arrived on the scene after dark and could not land.

The *Ozbourn* put its whaleboat over the side at 1706 for the 15-mile run-in to the downed pilot who was in his rubber boat. More than two hours later the whaleboat, buffeted by heavy seas and icy water, arrived on the scene. Enemy boats attempting to capture Tvede were driven off by Task Force 77 planes circling overhead.

Darkness had fallen and flares from the *Dumbo* helped the boat locate the pilot. The whaleboat was in the middle of a minefield when it picked him up and started the two-hour night journey back to the destroyer. Tvede was suffering from shock and exposure after five hours in the water.

Aviator Captures Red

Carrier-based naval aviators rarely capture enemy soldiers. But Lt. (jg) Durward J. Tennyson, a member of Carrier Air Group 19, was credited with capturing a Chinese Communist while attached to the 24th Army Division infantry regiment as a close air support controller.

Tennyson reported he was crossing a field when he saw the Chinese in an irri-

TWO CORSAIR *pilots, Lt. Harold D. Daigh and Capt. Philip C. DeLong, describe first* Corsair-Yak *air battle of Korean conflict*

A BIG BOMB *that wouldn't drop over Korea was jarred loose as the Skyraider landed aboard USS Princeton. . . . It didn't explode*

LT. R. W. *Duncan who made 40,000 landing on Boxer is congratulated by Capt. Briggs.*

CAPT. F. E. *Wilson, USMC, describes rescue of three fliers in his Sikorsky helicopter*

NAVY PBM *Mariner operating in Japan gets coat of defrosting fluid on tail surfaces*

gation ditch. He was wounded in the leg and had a pistol and hand grenade, but made no attempt to use them. The pilot shouted and others came up and took the prisoner to the rear.

The *Princeton* pilot spent 11 days with the infantry regiment support team acquainting himself with close air support from the ground level.

A Spot of Trouble

The hairiest helicopter rescue story to come out of the Korean war so far happened on Friday the 13th of April.

VMO-6 was called in to rescue a downed Air Force F-51 pilot who had parachuted 20 miles behind enemy lines in rugged mountains north of Kwachon reservoir.

Capt. Jack Schmidt went out in helicopter #13 to save him, taking along Corp. Robert Sarvia, who volunteered to help. Air Force *Mustangs* and Marine *Corsairs* escorted them over enemy lines. Almost as soon as the pinwheel reached the downed pilot, it was shot down.

Capt. Schmidt made a semi-controlled crash landing, but the HO3S-1 turned over as it hit. Sarvia suffered a wrenched leg. The Air Force pilot, Maj. Bryce McIntyre, who had a dislocated shoulder, met them and the three immediately hid from Chinese Communists swarming over the area. Small arms fire combed the area around them, but fighters overhead kept the Communists from closing in.

Another helicopter was dispatched with Capt. Frank E. Wilson at the controls. Although it was almost dusk, he made it to the scene with fighter escort of four Corsairs from the *Black Sheep* squadron.

Wilson reported the other helicopter pilot tried to wave him away because of heavy gunfire. The protecting fighters attacked the Chinese while the helicopter dropped down, hovering in plain view of the Chinese. Because of rough terrain, the helicopter could not land, but hovered while Sarvia was hoisted aboard in a sling. Air currents in the canyon caused the helicopter to bounce up 150 feet.

Sarvia was dangling in midair, hanging on to save his life while the pilot fought the controls to steady the pinwheel. When Sarvia reached the helicopter door he was unable to crawl into the machine. Wilson steadied the helicopter with one hand, reached back and caught the exhausted man by the collar, pulling him aboard, no mean feat since helicopter flying is a two-handed job at best.

Wilson then found a small clearing where he could ground hover, touching down two wheels. The other two downed officers climbed in and took off. Immediately it became apparent it was not going to fly. Fifteen feet up it became unmanageable and Wilson asked Schmidt to jump out to relieve the nose-heavy attitude. He did so.

Wilson shifted sand bags to trim his ship and dropped back to earth. Schmidt got aboard again and the laden helicopter struggled upward. As it staggered from the canyon, machine gun tracers crossed its path. The *Black Sheep* dived low and with their napalm bombs and rockets knocked out one 40 mm and four 20 mm gun positions.

The helicopter headed for home with four *Mustang* escorts. All available jeeps and trucks plus improvised flare pots were lined around the field to provide landing lights in the darkness and the landing was made safely.

Telephoning Did It

When enemy artillery shells landed near his tactical aircraft control center, Maj. Harlan "Tex" Hood reached for the telephone and called a friend miles away at an air base in South Korea.

"Jim," said Major Hood, "I'm getting a few rounds in my command post. How about getting one of your night fighters in here to take care of it?"

"O.K., Tex, right away," answered Maj. James Etheridge of First Marine Aircraft Wing.

He then picked up a microphone to instruct a Marine night fighter pilot orbiting over the front.

Maj. Etheridge's phone rang a few minutes later, and Maj. Hood said, "Jim? This is Tex. No more shells. Give that boy credit for one artillery piece, and our thanks."

Helicopter Hold-Down

Marines had to clutch his small helicopter each time it alighted on the sharp ridge at the fighting lines to keep the wind from blowing it over. But in four trips, Lt. John L. Scott evacuated a dozen critically-wounded Marines from the Korean front.

Brush-chopping Marines made a "helicopter strip" and radioed for a pinwheel to evacuate the casualties. The ridge was so sharp, Scott found on arrival, that a gust of wind could throw him to destruction down either side of the hill.

He hovered over the makeshift landing strip until Marines lined up on both sides of his Bell helicopter, guiding it to the proper spot, and holding it against the tricky cross-currents while wounded were loaded aboard. His last landing back at base was made in total darkness, guided only by headlights of several jeeps.

Tight Quarters

Some fancy flying was required for Marine Lt. Rocco Bianchi, flying a *Corsair* off the carrier *Bataan*, when he caught a group of Chinese Communists in a narrow defile sheltered by a perpendicular crag.

Bianchi dived on the enemy and

pulled up at almost a 90° angle to escape hitting the cliff after giving them a working over with his guns.

Another *Bataan* pilot, Capt. Frank Reilly, walked in on his briefing officer aboard the carrier and tossed an aerial photo on the desk.

"There ain't any more target," he commented. The target for Reilly's flight of *Checkerboard Corsairs* was a camouflaged command post northeast of Seoul. The Marines demolished the fortification, leaving it charred ruins.

Fighting Chevrons

Aboard the light carrier *Bataan* off Korea are six enlisted Marine pilots—the only enlisted men who are flying fighter planes in the war zone.

The men belong to a Marine fighter squadron commanded by LCol. Richard Wyczawski and among them have flown more than 500 missions, including reconnaissance, patrol, bombing, combat and close support since they joined the fray at Inchon last fall.

The *Flying Chevrons*, as they are called, liked the fighting around Chosin reservoir as the toughest. "We didn't have any trouble finding the enemy, they were all over the place," said M/Sgt. Clyde B. Casebeer. "A guy couldn't throw a piano without hitting at least a dozen of them. There seemed to be only handfuls of soldiers and Marines in scattered pockets."

"They weren't wise to what our *Corsairs* could do," added T/Sgt. Gail Lane. "We'd napalm 'em, strafe 'em and let loose with our daisy-cutters. They didn't try to hide, they just kept coming."

Flying low level support missions, the pilots can see both battling lines surging below them. While enemy flak cuts holes in their planes, their comment is: "Ugh . . . I'd sure hate to be down there fighting in all that mud and slush."

Other members of the sextet are M/Sgt. Norman Payne, M/Sgt. Billy R. Green, M/Sgt. Donald A. Ives and M/Sgt. John McMasters. Green and Payne are also multi-engine pilots. Ives was the second enlisted Leatherneck pilot to check out in jets. Casebeer served with Marine Raiders during WW II.

Fire Treatment Works

Napalm is proving an excellent weapon against scattered enemy troops in Korea. Several fighter pilots from the *Death Rattlers* squadron were called in to hit a hill target by an Air Force aerial observer.

Below they could see the rolling hill that was conspicuous because of its lack of dug-in emplacements. They learned from Marines on the ground the hill was full of Chinese, so they dropped a couple of napalm tanks that exploded and poured down the hillside.

Around the ridge they dropped two 500-pound bombs and fired 29 rockets at the Communists, finishing up with a few strafing runs. The controller later radioed that 74 enemy dead had been counted.

Trouble, Trouble

They call them the *Flying Nightmares* in Korea because they fly night-fighter *Corsairs*. And Capt. Robert D. McLaughry, son of Dartmouth's famous football coach Tuss McLaughry, believes the First Marine Air Wing Squadron was rightly named.

On his first combat mission since 1945, at night, he ran low on gasoline and landed at Suwon, far from home.

The following night he had trouble with the hydraulically-operated cockpit enclosure. The canopy closed on a length of his radio headset cord outside the cockpit, pulling his head over to the right as far as it would go.

He finally opened the canopy and freed himself after slewing wildly around the sky for several minutes. Later the same night, the canopy opened smoothly but too rapidly. It pinned McLaughry's left arm back of him, and again he was trapped for a few moments.

On the third night, as McLaughry was attacking a Communist truck, something went wrong with his 20 mm cannons. Incendiary and explosive ammunition began to explode in each wing just outside his cockpit. Through holes torn in the wings, he could see flames licking at the wing supports.

Before he could parachute, however, the fire went out. He spent the rest of the night at Suwon after landing safely.

Where Wild Goose Goes

At an air station in north Korea, new arrivals are startled when they hear the cry of the "wild goose."

This is not a natural phenomeon, but the newest innovation of the flying Leathernecks of the Korea Courier, a section of R4D transport aircraft attached to the First Marine Aircraft Wing.

The "goose", a Japanese bulb horn, was introduced to take the place of unnecessary voice transmittal.

On approaching the field, the pilot presses his microphone switch and gives a blast of the horn. One blast requests landing instruction; two signifies the wheels and flaps are down. On the final approach, the goose gives out with three blasts.

So far the strange call hasn't attracted any wandering ganders to the scene.

Double Threat

First Lieutenant Robert E. Mathewson, a Marine helicopter pilot, can now add "combat infantryman" to his military record.

While attempting an evaculation mission in a Bell HTL-4, he was shot down into the midst of surrounded and furiously fighting Marines. They gave him an M-1 rifle, a helmet, and told him which way to shoot. And since every Marine is basically a rifleman, he went to work.

By late afternoon, the Marines had shot their way out of the Chinese Communist trap. Tired, dirty and bruised, but clutching his rifle, helmet and a captured enemy machine gun, Mathewson made his way back to his quadron.

"I'll take helicopters," he announced.

THESE JET *pilots of a former Glenview reserve squadron, now operating on USS Boxer, will soon be hitting vital Korean targets*

LEATHERNECKS *of Greek extraction in 1st MAW practice language with Royal Hellenic Air Force volunteers on meeting in Korea*

SKYKNIGHT IN FLEET SQUADRONS

THREE F3D SKYKNIGHTS of the Navy's Composite Squadron Three based at Moffett Field near San Francisco bank over the Golden Gate bridge as symbol of new night fighter strength

NIGHT FIGHTER operations, born of stern necessity during World War II, have now grown up with the introduction of planes specifically designed for the work.

Instead of standard planes improvised for the job, today's all weather squadrons are receiving aircraft conceived as denizens of the hours between sunset and dawn. First Navy aircraft of this nature to see service in operational squadrons is the Douglas F3D-1 *Skyknight*. Already they are doing duty in Marine All Weather Fighter Squadron 542 and Navy Composite Squadron Three. VMF-542 is currently located at the Marine Corps Air Station, El Toro, California, while VC-3 is operating at the Naval Air Station, Moffett Field, in the San Francisco Bay area.

Skipper of the Marines is LCol. "Pete" Lambrecht, who received his first training in night fighters in England in 1943. Heading the Navy contingent is Cdr. "Chick" Harmer, who during the war took the first group of converted F4U night fighters into the Pacific theater.

In the opinion of the pilots of both squadrons, the *Skyknight* is the hottest piece of goods that ever strode the night skies. Unlike the older night fighters where the poor pilot was called upon to do all the flying and combat of the daytime pilot plus interpreting his radar, these new babies allow the pilot and radar operator to sit cozily side-by-side, the better to carry out their mission.

Background on the development of night fighter operations in the Navy and other air services was contained in an article on the F2H-2N *Banshee* in the January 1951 issue of NANEWS.

The F3D has all the zip and dash of a daytime jet fighter, coupled with the "baby carriage" stability associated with much slower aircraft. It also ranks with the longest range fighters in existence today. Pilots are unanimous in praising the cockpit from the standpoint of visibility and access to all components.

IT WILL BE the task of VC-3 and VMF-542 to develop tactics to fight properly with this new weapon. The Marines have just returned from all weather flight duty in the Korean combat zone. VC-3 is a composite outfit which furnishes night fighters for aircraft carriers in the Pacific and is generously sprinkled with combat experienced pilots.

In both outfits, training in the airplane began by sending pilots and enlisted personnel to the Douglas plant at El Segundo to learn the maintenance of the F3D. The two weeks course was taught by section heads or design engineers of the company. Because of the limited use of this type aircraft at present, the Navy has not set up a school. The training at Douglas had paid off in completely adjusting the personnel in maintenance of the plane.

The *Skyknight* is a pilot's dream to fly. Control boost allows finger tip control of the regular surfaces and the dive brakes. A "laundry chute" escape hatch makes for ease of exit in case of emergency. Power comes from two J-34 jet engines nestled along the fuselage.

THEY LIKE THEIR SKYKNIGHTS—TSgt. Moreau, Capt. McKamy, TSgt. E. L. Fryer, Capt. Dethier, TSgt. Stright; radarmen and pilots of F3D's

FACTORY REPRESENTATIVE Dick Knight instructs Sgt. Halsrud, Sgt. Bruce, Sgt. Sprague, Lt. Weaver, Sgt. Gallegos in F3D maintenance

10,000 Miles in Only 10 Days

VP-5 Men Visit Famous Places on Tour

Travelling 10,000 miles in ten days and seeing such far flung lands as Bermuda, North Africa, Portugal, England, and Iceland, is all part of the scrapbook of memories of ten officers and men of VP-5 who just returned from a European hop. They confirmed the famous slogan—"Join the Navy and See the World."

Enroute via Bermuda and the Azores, the P2V *Neptune* landed at Port Lyautey, North Africa where the enthusiastic travelers acquired the traditional fez, saw Tangiers and marveled at the way Medina resembled a page from the *Arabian Nights*.

Lisbon, they agreed, was one of the most beautiful cities in the world. They visited the famed Estrellita Beach and insisted they only "looked on" at the Beach's luxurious gambling casinos.

In the land where the dollar gives way to the pound, there were side trips to Liverpool, Manchester and New Brighton. Every liberty was enjoyed, but the crew was stalemated at their next stop—Reykjavik, Iceland—because

THE AIRMEN RETURN FROM 10-DAY GRAND TOUR

they didn't have visas and were told that without their passports they could be picked up and jailed "indefinitely."

Tired, unshaven and for the most part financially embarrassed, the voyagers returned to Jacksonville via Argentia just 10 days after their departure.

The travellers shown in the picture are: (1st row) Clement, Cook, Maxfield, Roeder, Chapman; (2nd row) Coile, Chapman (skipper), Gregg, MacKinnis, and K. G. Peterson.

Gala Weekend for Veterans

VR-3 Flies Wounded to Redwoods

Two VR-3 R5D's recently carried 50 wounded veterans of the Korean campaign to Ukiah, Cal., where the convalescent men were the weekend guests of the Ukaih Pomo Shrine.

The men, all patients at the Oakland Naval Hospital, boarded the VR-3 aircraft at NAS OAKLAND and flew to Ukiah where the citizens who planned the elaborate weekend of entertainment, greeted them with keys to their city.

After the welcome, the veterans were taken on a motor tour of scenic Ukiah, which followed that evening with a dinner and dance in the Redwood Room.

All Saturday the men did what they'd dreamed of doing when they were in

CRUTCHES AND SLINGS WERE NO BAR TO PLAY

Korea—fished, rode horses, went boating, flew in several privately owned airplanes, and did just what they wanted to do.

With a barbecue and dance Saturday evening and a rodeo on Sunday, the pleasure-spent veterans decided that it was a never-to-be-forgotten weekend.

VR-3 Wins Kudos from AF

Flight Safety Record Among the Best

Of the 12 USAF flight safety awards for outstanding aircraft accident prevention records during the second half of 1950, one will go to a Navy squadron attached to Military Air Transport Service.

VR-3, stationed at NAS MOFFETT FIELD, was one of the four MATS squadrons to receive the honor. The engraved bronze and mahogany plaques are given to 12 of the 108 organizations eligible for consideration.

GCA Passes 500,000 Mark

Navy, Marines Save 23,445 Planes

Ground controlled approach, the Navy's contribution to safe flying in bad weather, passed a milestone in its career during April when the 500,000th approach was made.

Since the first GCA set went into operation at a naval air station in December, 1944, a total of 507,611 approaches have been made up to 1 May of this year. Included in that total are 23,445 approaches where the GCA aid was necessary to bring the planes down safely through rain, snow or fog. The rest of the total was made up of practice approaches by pilots.

Today there are 34 Navy and five Marine GCA sets in operation, seven of them overseas. They stretch all the way from Port Lyautey, Africa, to Kodiak, Alaska, and from Japan to Guantanamo, Cuba and Argentia, Newfoundland. French pilots practice their approaches at Port Lyautey.

Probably the busiest GCA installations are at Corpus Christi and Rodd fields, where all weather flying school students keep the two sets busy. The one at Moffett Field, Cal., is one of the busier ones, thanks to fogs in the bay area. About five percent of the GCA approaches were made by commercial pilots practicing landings or in actual need of help.

Occasionally a big Pan American plane lands at Moffett Field under GCA direction. Recently when all other landing fields in the area were zero-zero, a Pan American plane with 49 passengers landed there. The Pan American pilot who had never previously made a GCA approach was a highly satisfied customer.

NEWEST *arrival in the Pacific Fleet is USS Bon Homme Richard. This carrier, under the command of Capt. Cecil B. Gill, was only recently taken out of mothballs to fit it for duty in the Korean conflict. The executive officer of CV-31 is Cdr. R. W. Leeman.*

Navy Plane Lands Near Pole

ROUGH ICE LIKE THIS NEAR NORTH POLE MADE R4D LANDINGS BY SKIJUMP PLANE HAZARDOUS

THE NAVY'S Arctic research project—*Operation Skijump*—this year established a record for the northernmost ice landing of a Navy plane. An R4D operating from a Point Barrow base, landed 820 miles south of the North Pole.

While other landings have been made farther north on land and rivers, this one was made on the Arctic ice pack itself. The operation was made in connection with an Arctic oceanography research program sponsored by the Office of Naval Research.

The expedition left Woods Hole, Mass., in March to begin this year's research, its 10 members including two civilian oceanographers from the institution at Woods Hole and a picked Navy crew headed by LCdr. Edward M. Ward.

In all, 12 successful ice landings were made by the *Skijump* crew during the two months spent in the area. Operations were carried out constantly while temperatures ranged from 25° below to 30° above zero.

The crew learned much about ice characteristics during the survey. Usually the plane crew flew a long mission one day—200 miles or more from base—and a short one the next. In the short missions as many ice landings were made as possible for "ice soundings".

Usual procedure was to make two "touch and go" landings before actually coming to roost. The two oceanographers then would take an "ice sounding" with a portable chain saw, which worked better than dynamite. Ice ranged from 18" to 66" thick, plus an estimated two miles of water—under the 29,000-pound ski-equipped plane. In the thin-ice landing, the ice bent 3" under the plane's skiis, so the stop was limited to five minutes.

The flight crew soon learned to recognize "old" therefore thick, ice from new or skim ice from the air, knowledge useful to any pilot. Members were: LCdr. Ward, Lt. Edward C. Woodward, Lt. (jg) David L. Moorhead, Harry P. McHale, ADC; E. J. Soucha, ADC; Calvert J. Duke, ALC; Robert K. Gordon, ADI, and Donald K. McKeon, AN.

CHAIN SAW HELPS MEN TO TAKE ICE SOUNDINGS

Blinded Pilot Lands Safely

Friends 'Talk' Him Aboard Princeton

Teamwork paid a dividend aboard the carrier *Princeton* off Korea on 2 May when a pilot partially blinded by canopy fragments was coached in to a carrier landing by a fellow pilot.

Ens. Floryan Soberski, a *Panther* jet pilot, was flying as wingman to Lt. (jg) Francis J. Murphy on an armed reconnaissance flight over Korea. They had destroyed four enemy camouflaged vehicles with rockets south of Wonsan when AA hit Soberski's plane.

A shell hit the left side of the plexiglas, angled and emerged from the other side. Flying splinters blinded him for a moment. He quickly wiped away the blood that was streaming into his eyes, nearly blinding him. Seeing dimly out of his right eye, he discovered to his amazement he still was flying level.

The planes were 100 miles from their carrier at the time. From then until he landed aboard the *Princeton,* Soberski's mind was hazy as to events. Realizing he could see out of his right eye only, Soberski remembers calling Lt. Murphy on his radio. Murphy at the time was hunting enemy targets in a valley and in visual contact with him.

Soon Murphy was flying wing on him. "I told him to turn left," Murphy related aboard the *Princeton* upon landing. "We were flying at 1,200 feet when the attack occurred. Side by side we headed out over Wonsan harbor. I had in mind that if Soberski could not make it to the *Princeton* he could ditch over friendly forces and be rescued.

BLOOD-SPATTERED PILOT HELPED FROM HIS JET

They circled the force below once. Sobersky, although in pain from multiple face lacerations, told Murphy he thought he could make it. Murphy's emergency call sent crews scurrying to respot the deck. They circled the *Princeton* twice before the white landing flag was hoisted.

Lt. Murphy, still flying wing on Soberski, talked him into the landing pattern. Then two LSO's, Lt. Lawrence A. Dewing and Lt. (jg) George A. Parker took over. Dewing signaled with landing flags and Parker talked to the pilot, bringing him in for a safe, but blind landing. Ens. Soberski soon was recuperating in the sick bay.

• NAS WHIDBEY ISLAND—Two hundred men from this station plus many truckloads of equipment were sent to Mt. Vernon area to help dam banks of the Skagit river which threatened many Washington farms.

BRITISH JET FIGHTERS

FEATURED in this issue's center spread is the British jet fighter, the *Meteor* Mk. 8. The Gloster *Meteor*, operating in large numbers in the RAF and various other European air forces, has a long history for a jet aircraft. The production Mk. 1's were in squadron use in July of 1944, the first jet aircraft to enter service with the Allied Forces.

The Mk.4 and the Mk.8 are currently the most important operational versions and share most of the *Meteor's* recognition features. The two engines are set in large nacelles mid-mounted on low, stubby wings with blunt tips. Pilot's cockpit is located well forward. The stabilizer and elevators ride high on the fin and rudder, the tail plane of the Mk.8 tapered and square-tipped, that of the Mk.4 curved at tips and along the trailing edge.

Fin and rudder shapes also differentiate the two versions, the Mk.8 being the more angular, the Mk.4 curved and extending under the fuselage. Other members of the *Meteor* family resemble one or the other of these variations in most respects although some have longer wings with rounded tips. The Mk.11 night fighter has in addition a two-place cockpit canopy and a considerably elongated nose.

Like the *Meteor*, the de Havilland *Vampire* has been around a long time and has found its way into the air forces of many countries in addition to that of the land of its birth. Numerous mark numbers exist, the Mk.3 fighter and Mk.5 fighter-bomber being currently the most important.

The most obvious recognition feature is the twin boom support for the tail. The booms are joined by the rectangular tail plane which lies between the curved fins and rudders. Wings are tapered along both edges to square tips on the Mk.5, curved tips on the Mk.3. External fuel tanks, when carried, are mounted under the wings about half way out.

Developed from the *Vampire*, the more powerful *Venom* is similar in most respects, the principal difference being in the straight trailing edge of the wings. External fuel is carried in tip tanks. The jet exhaust is further aft and is joined to the wing roots by fillets. The horizontal tail plane ends in curved tips which extend beyond the twin fins and rudders.

DE HAVILLAND VENOM TWO-SEATER NIGHT FIGHTER HAS GHOST ENGINE; CARRIER VERSION IN MILL

Although built by the makers of the *Spitfire* as their entry into the jet fighter market, the Vickers *Attacker* little resembles its propellor-drawn predecessor. Gone are the slender fuselage and elliptical wing; instead we find in this Royal Navy fighter a great, bulging barrel of a fuselage and small tapered wings with blunt tips. Dihedral is moderate in the wings but pronounced in the tail plane which, with greater taper, echoes the wing shape. Fin and rudder rise abruptly well forward of the tail's tip, their edges straight and tapered to an almost flat top. The cockpit is forward of the wing's leading edge, just even with the prominent jet intakes on either side of the fuselage.

JUST AS Supermarine, a Vickers subsidiary, is associated in many minds with the *Spitfire*, the name of Hawker recalls the exploits of the World War II *Hurricane* fighter. The latter's jet successor is the *Seahawk* which, like the *Attacker*, serves the Royal Navy rather than the RAF. Compared to its Vickers counterpart, the *Seahawk* is as sleek as a sailplane. The fuselage is slimmer and the fin and rudder are curved. The mid-mounted wings, like the tail plane, are evenly tapered to blunt tips, and the twin intakes and exhausts for the single jet engine are set conspicuously in the roots. The horizontal tail plane is mounted high.

Experiments have been conducted with swept-wing versions of both the *Attacker* and the *Seahawk* with the view of upping their already considerable speeds. Developed from the former are the *Swift*, formerly designated the Supermarine 510, and the longer-bodied Supermarine 535 which adds an afterburner to its powerful *Nene* engine. From the Hawker P. 1040, out of which emerged the *Seahawk*, a swept-wing counterpart, the P. 1052, was developed. More recently another experimental version, the P. 1081, has been tested. For the latter a single jet exhaust is provided in the redesigned tail.

RECOGNITION

Meteor Mk.8

The Royal Australian Air Force unit in Tokyo is being refitted with *Meteor* Mk.8's. These jet fighters will replace the F-51 *Mustangs* in Korean conflict.

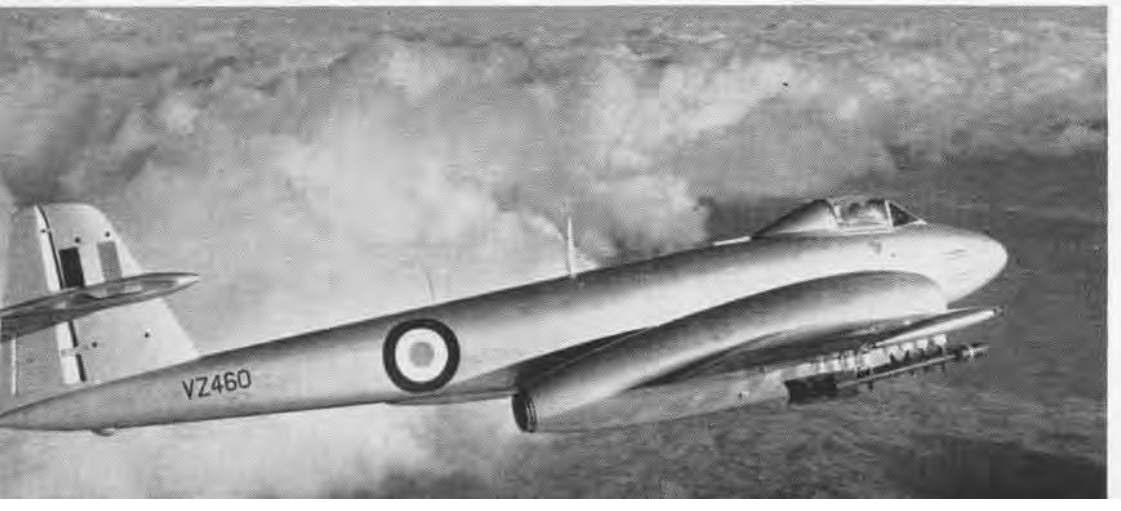
HAWKER SEA HAWK NOW IN PRODUCTION HAS NENE ENGINE, 39 FT. SPAN

VICKERS SUPERMARINE ATTACKER WEIGHS 11,759 LBS.; SPEED 583 MPH

NAVAL AVIATION
NEWS

METEOR MK 8

NEWEST in the line of Gloster single-seat jet fighters in the Royal Air Force is the Mk 8 version, powered by two Rolls-Royce Derwents. Span is 37′, length 44′. The Meteor saw service in World War II against buzz bombs and together with Vampire comprises RAF's main fighter strength. Post this spread on your bulletin board.

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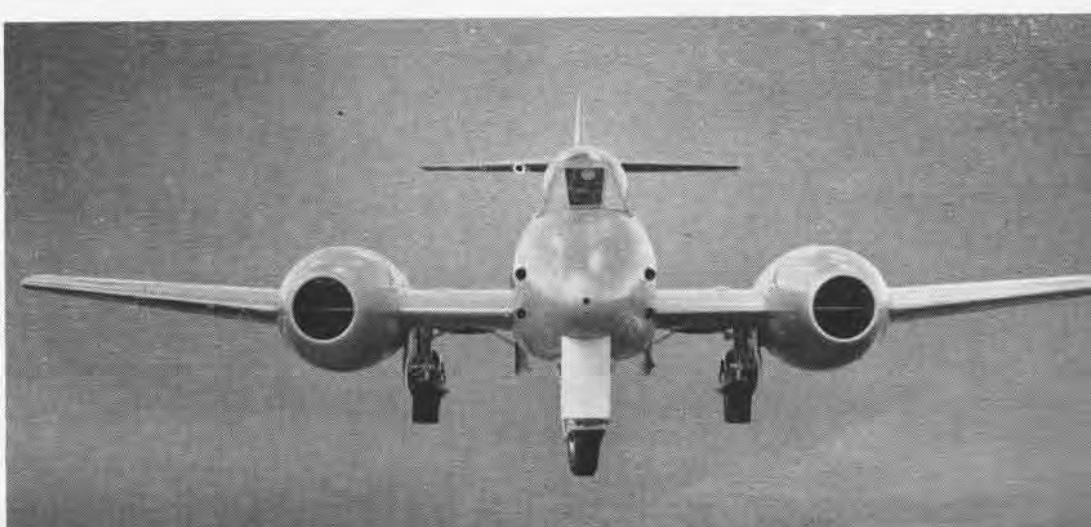


FOR THE FIRST *time in naval aviation history, bomb-laden jet aircraft were launched from the deck of the aircraft carrier Princeton off Korea. LCdr. George B. Riley, skipper of VF-191, and his exec, Lt. Arthur R. Hawkins, were catapulted with two 250-pound frags and one 100-pound GP bomb under each wing. Heretofore, Panthers have carried only rockets and 20mm cannon over Korea. But to help stem the flow of men, materials and weapons from Manchuria, bridge busting was added to the F9F's duties. For their initial bombing mission the airmen displayed amazing accuracy, getting eight direct hits on a rebuilt railroad bridge. The 40-foot river span was collapsed by the bullseye bombing of the two jet pilots.*

Kona Storm Strikes Hawaii

Wind, Rain Take Heavy Toll of Area

Newcomers at Barber's Point who witnessed a bewildering onslaught of wind and rain lasting for over 24 hours one afternoon early this spring, consider themselves veterans of Hawaii's seasonal 'Kona' weather.

The storm, second of its kind in a week, while not approaching hurricane or typhoon intensity, was characterized by twisting 50-knot winds which uprooted trees, blew off roofs and knocked down electric wires. The rain washed out roads, blinded pilots and autoists, and swept under doors and eaves to flood station shops and barracks.

One bright light in the storm picture at Barber's Point was the service GCA Unit No. 22, only unit of its kind between the mainland and Guam, rendered in guiding a MATS aircraft safely to a landing. It was loaded with wounded war veterans from Korea. A Pan-American Airways plane also took advantage of the Barber's Point runways during the storm.

Two days later the sun came out, and Barber's Point slowly steamed dry again, and readied itself for the next Kona storm.

Ship Blood Donor Record Set

Princeton Men Give Blood at Yokosuka

Over 300 blood donors from the aircraft carrier *Princeton* recently established two new "blood day" records at the Naval Hospital in Yokosuka, Japan.

The donors from this fighting carrier made the largest contribution of blood from any one ship to date and broke the record for contribution in one single day in the entire theater.

From early morning to late evening the donors in groups of 40 men were transported by bus from the ship to the nearby hospital. There the Army Mobile Blood Bank from Tokyo was set up for the day under the supervision of Capt. Otto Brosius, MC, USA.

The whole blood was processed, and all the "O" type shipped directly to Korea by plane within 24 hours. Other types were sent to blood banks aboard US naval hospital ships and at hospitals in Japan.

Only AP Blimp Crew Broken

Promotions, Transfers Dissolve CAC

ZP-2, LAKEHURST—The only enlisted airship flight crew in the Navy was broken up recently through promotion or transfer of its four pilots.

Combat Air Crew 206 of ZP-2 from August 1950 to January 1951 was composed of four Chief Aviation Pilots—Cecil Manship, AMC (AP), airship commander; Irvin R. Conklin, AMC (AP); Herman K. Calahan, ADC (AP), and Robert W. Cassell, ACC (AP).

THESE FOUR MEN WERE ONLY ENLISTED AIRMEN

All four saw commissioned service during the war when they built up 13,181 flight hours and a background of experience which enabled them to remain constantly at or near the top in air crew readiness competition among all ZP squadrons.

In February of this year Manship was promoted to his former rank of lieutenant. Calahan accepted his appointment as machinist. Manship went to ZX-11, Key West, and Chief Cassell to NAS LAKEHURST.

Bailey Gives Bailey Ride

Brother Act at Jacksonville NATTC

NAS JACKSONVILLE—The first flight is a thrill for everyone, but for Thomas Bailey, airman apprentice, at the technical training center here, it was doubly exciting — his brother, Ens. Henry Bailey, was the pilot.

After he finishes his eight weeks instruction in airman school and the 14-weeks aviation machinist mate school in Memphis, the junior member of the family wants to join his brother's squadron VA-15.

Being in the service is nothing new for the Bailey clan. The boy's father was in World War I, one brother was an Army officer in the last war and another was a paratrooper.

Helicopter Helps Firemen

Aerial Fire Chief Directs Five Crews

NABTC, PENSACOLA — A roaring woods fire near Ellyson field was brought under control recently when the firefighters' leader went above in a Helicopter Training Unit One pinwheel to

CAP KEMBRO AND CAPT. COLLUP WITH NEW HATS

direct the smoke-eaters.

After receiving an urgent request for aid from the municipal fire chief, Capt. W. D. Collup, helicopter instructor and security officer of HTU-1, and his assistant, Chief Aviation Pilot M. D. Kembro, manned their helicopter.

They led two Navy units of 12 men each to the scene of the fire. From his bird's eye view position, Capt. Collup directed three municipal and two Navy units and soon the fire was under control after threatening several residences.

SEAMAN J. F. Karig discusses purchase of a little Japanese ceramic figure with Storekeeper Russ Hurd in shop on *Princeton*

IT'S ALWAYS fun to dress up, and crew members taking full advantage of the beautiful costumes available, have a tea party

CARRIER'S 'ORIENTAL SHOP' SUCCESS

THERE'S something new on the USS *Princeton* these days because two ship's service officers tried something different. Their venture was a success.

Lt. G. G. Niece and Lt. (jg) J. L. Broomfield brought aboard a wide variety of souvenir oriental art objects and placed them on sale at bargain prices in the ship's store.

Business went on even when the carrier's aircraft were attacking the enemy in Korea, the sailors shopping below decks in a department store atmosphere. They purchased Nagassaki silk brocade, Japanese silk lingerie, cultured pearls and chinaware which had been hard to get on the beach.

The ship's service officers' chief source of supply had been Sasebo and nearby stores. According to Lt. (jg) Broomfield, "We were babes in the woods when it came to Japanese business methods, but we learned fast."

As in the rest of the Orient, doing business in Japan is slower and more pleasurable than in the United States. Lt. Niece and Lt. Broomfield soon learned that making a purchase almost always meant remaining for tea, and a more important deal required a dinner.

Another happy custom that surprised and pleased them was the habit Japanese merchants had of exchanging small presents during the negotiation. As a result, one officer possesses a poem written especially for him and painted on silk in classic Japanese script.

After the negotiations at Sasebo, the American officers were already to do business when the *Princeton* went to Yokosuka, some 30 miles south of the metropolitan Tokyo-Yokohoma area. With the lessons of the first buying ventures in mind, Niece and Broomfield were able to take advantage of the larger number of Japanese manufacturers in this area and laid in a complete line of merchandise from Hong Kong and Thailand.

Army officials told them that the *Princeton* was fortunate to be getting the Chinese items, mandarin coats, carved jade, ivory and amber, and handmade linens as well as Siamese silver.

Also found were 200 Japanese Samuri swords, reported to be the last in Japan. Modeled after the famous Samuri knight's favorite weapon, these swords were popular in Army Post Exchange stores. The *Princeton* carried the last of them to sea, and some day they'll be decorating the walls of homes in Iowa, California and Wyoming.

MORE THAN 3,000 items were on sale in the *Princeton's* store. Every night on the daily loudspeaker newscast, the Navy announcer went into his advertising spiel: "You mustn't miss this opportunity to come down and look over the thousands of quality selections."

Posters and special notices also helped to bring out some 600 officers and men who spent an average of $12.00. Two days business brought in over $6,000.

There was a real opportunity for salesmanship.

"We had to merchandise every article just like any civilian store," explained Lt. Broomfield. "The sailors didn't just spend because they had the money. They shopped carefully, and we really had to sell them."

The shoppers were delighted with the jade, amber, ivory and quartz carvings.

One young seaman, staring at a table of carvings priced up to $60, said, "I wish I had $2000; I would buy them all."

CLERKS IN the store prepare a beautiful display of carved amber vases and statuettes

CHINESE HANDMADE linens have been very popular with purchasers for gifts for home

HURD SHOWS C. W. Snellings a prize Japanese Samurai sword, just right for the wall

ATLANTA ON THE JOB

TRAINING of maintenance personnel sounds like a cut and dried affair, but at NAS ATLANTA it's anything but. The streamlined Atlanta model is as far from the dull classroom type with instructors droning away from notes as today's jets are from pusher biplanes.

At Atlanta, Organized Reserve maintenance personnel get 75% of their training right on the job. One-third is given in the shops, one-third in the hangar and one-third on the line.

Even during the remaining 25%, instructors make full use of training devices to show what they are talking about. They often go a step further and create "trouble" in some of these devices and then give Reserves the job of digging it out.

This practical approach to training is the "gimmick" that sparks the Reserves to do the vast amount of home study required to make this type of program click. Men who know that they are actually going to be given a specific job during their next drill want to learn how to do it right. The fact that 6,000 NavPers courses were completed during the last six months at Atlanta bears this out.

The Atlanta model didn't just happen.

Early in the game, the Naval Air Reserve found that training Organized Reserves on a one-weekend-a-month, voluntary basis was considerably different from training full-time students in regular schools. The Reserves wanted to learn and advance all right, but after working hard at their civilian jobs during the week, they wanted to get into action on the weekend. Sitting in a classroom for extra-long sessions was not their idea of action. They wanted to keep squadron operations in high gear.

To keep up their interest and attendance at drill, the Naval Air Reserve, therefore, slanted its Organized training program to the on-the-job variety. The Atlanta model is an example of the program in action.

Making the system work at the individual station level requires "close harmony" between the technical training and maintenance departments.

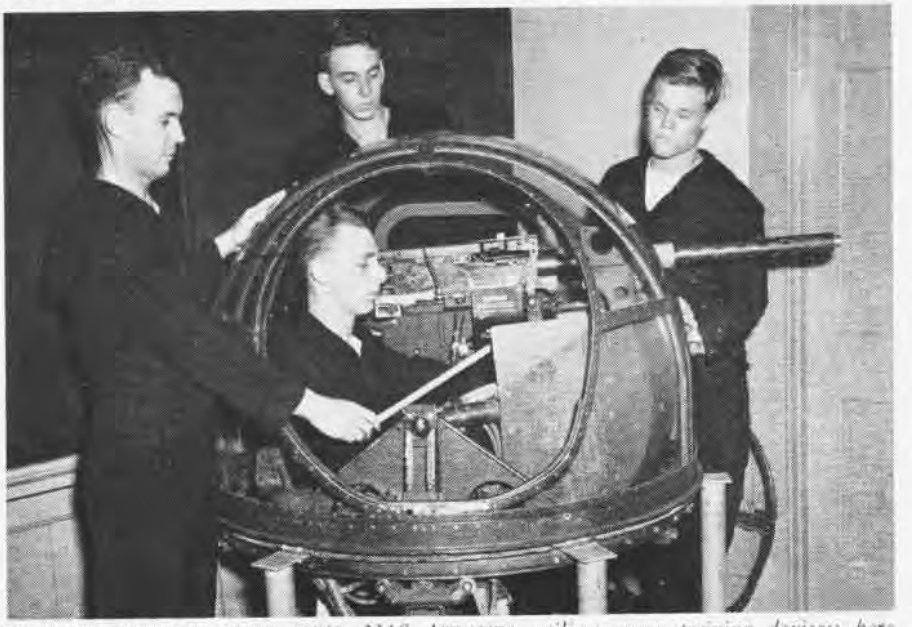
Here is where the Atlanta set-up pays off. Lt. Frank H. Harzbecker, the technical training officer, and Lt. John C. Spilsbury, the maintenance officer, and their personnel work so closely together that it's hard to tell where one department leaves off and the other takes over.

Fifty percent of the maintenance stationkeepers, in fact, double as in-service training instructors. Products of Atlanta's intensive instructor training course, they are not only enthusiastic about on-the-job training but are expert enough to put over the necessary theory in classrooms set up right in the hangar.

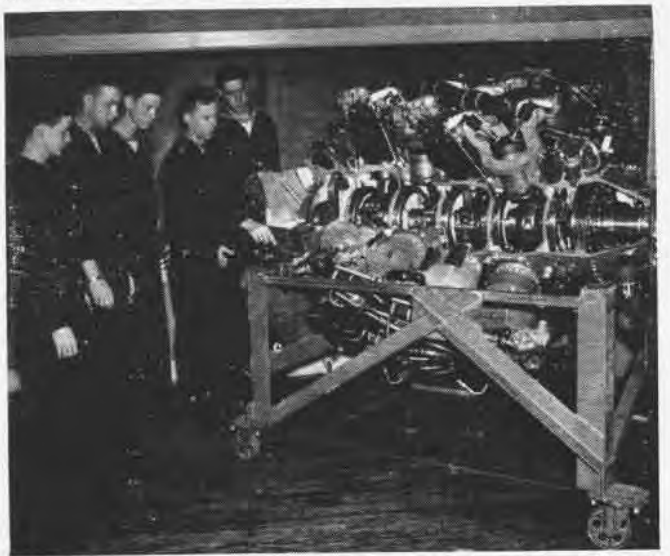
SQUADRON OPERATIONS *keep rolling in high as ordnancemen Hardy, Shepard and Jackson load bomb rack as part of in-service job*

ON 20MM CANNON *'malfunction' range—Chief Lambert shows O-2's Furbish, Irby, McGee, Rape, Reeves and Ferrell how to load cannon*

INSTRUCTOR *Branham briefs Cook prior to his experiment on constructing vacuum tubes*



TO MAKE TRAINING COME ALIVE—NAS ATLANTA *utilizes many training devices; here ordnanceman Freeman explains Grumman aircraft turret to Cartledge, Davis and Cobb*



ORGANIZED AIR RESERVES *Sulzby, Duncan, Ashworth and Welch get word on the R-4360 aircraft engine from instructor Nelson*

VIA TRAINING DEVICE *demonstration by TD2 Strothers, Mayes and Knox easily 'see' how the fluxgate compass actually operates*

TEAMWORK PAYS OFF—*Lts. Harzbecker and Spilsbury check progress record system with Nelson, Stockton, Nunn and Brannon*

FROM THE start, the Harzbecker-Spilsbury combine realized that to train Reserves effectively on a 48-drill-plus-two-weeks-cruise basis they would have to define the scope of the program.

The kind of man needed for the Reserve, they decided, is one thoroughly trained to pull his full weight in his squadron if and when that squadron is mobilized. This means that he must be qualified in all respects to conduct maintenance repairs and operation on aircraft under combat conditions.

Also the many new men, coming into the Reserve to replace rated personnel recalled to active duty, must be qualified for squadron operations in double quick time. Atlanta accordingly streamlined its training for airmen apprentices and airmen, focusing on squadron needs rather than on producing a qualified overhaul man.

Combat aircrewman training was tied right into the syllabus regularly prescribed by the Bureau of Naval Personnel for non-rated personnel. Thus when an airman at Atlanta is ready to advance to a maintenance rate, such as AD3, he is also ready to qualify as a combat aircrewman. This nets a saving of about 175 training hours.

Plane captain training is also built into the regular syllabus. Airmen apprentices learn how to act as plane captains for the relatively uncomplicated SNJ's. Then when they become airmen, they easily learn the ins-and-outs of service-type aircraft.

When a man is rated an aircraft mechanic third class at Atlanta, he is ready to operate on an equal basis with his counterpart in the Regular Navy if mobilized. He can do 30,60,90, and 120-hour checks, trouble shooting, minor repairs and engine changes.

And the speed-up is continued all along the line. In preparing for advancement from AD3 to AD2, for example, he gets training to prepare him as a leader in a check crew and line operation crew. And he is an active member of an engine build-up crew.

While training to advance from AD2 to AD1, he actually performs the duties of a check crew leader, line operations leader and engine-build-up crew leader and is learning to become an inspector. When training to become a chief mechanic's mate, he takes on full responsibility for supervising the check crew, the engine build-up crew, the line operations crew and for inspection.

TO PRODUCE specific on-the-job training courses for each rate in the maintenance field, tech training and maintenance instructors pooled their efforts.

Working as a team, they tirelessly broke down each practical factor requirement of NavPers 18068—the Navy "bible" that spells out requirements for advancement to all rates—into a series of job orders. (These orders indicate just what a man must do to complete a specific job and are the regular method of making assignments in the maintenance department.) The 12 phases men must master for advancement to AD rates were translated, for example, into no less than 69 job sheets.

The tech training instructors then broke down each of the written examination subjects prescribed in 18068 into lesson plans. As the job orders provided the guide for the trainees, the lessons plans provided the instructors with a yardstick of what they must cover in the way of theory for each phase of training.

After this, both groups of instructors reviewed all the NavPers courses pertinent to maintenance and then selected from them related information best suited for assignment to Reserves for home study. Finally they prepared a series of examinations to be given the men on the completion of each major phase of their training for a rate.

Similar courses defining how practical factors were to be accomplished on the job were developed for training seaman recruits and airman apprentices.

These in-service courses are the road maps for training at Atlanta. They are based on what the instructors found the Reserves actually needed.

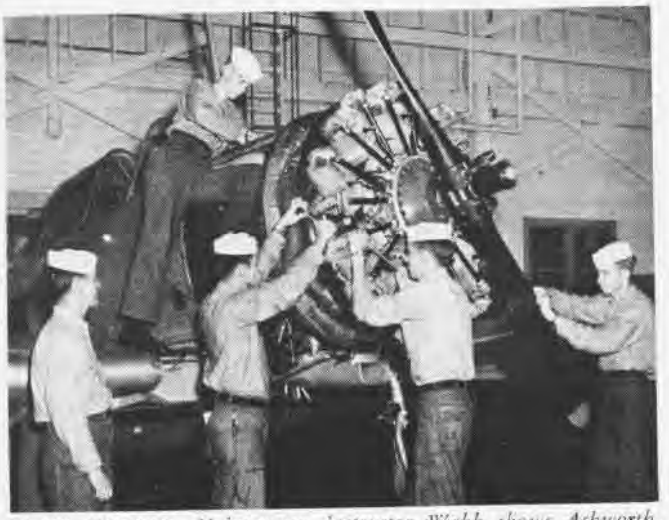
Getting the men down the road to advancement via the route indicated on the maps is another deal altogether. New men are constantly filtering into the program. Some Reserves miss a drill or perhaps several drills. If a man is to progress, he can't be assigned to do the same job again and again.

SHARP SCHEDULING and careful record keeping gives the Atlanta system its Sunday punch. These jobs again devolve primarily on the enlisted instructors. Tech training personnel handle most of it for seaman recruits and airman apprentices and maintenance instructors handle the matter for Reserves training for rates.

Both the seaman recruit and the airman apprentice courses are divided into 12 phases, with every other one a practical factor. Organized Reservists in these ratings are scheduled for training in groups of about 20. As soon as a Reservist completes a phase, he is given credit for it on a progress chart which lists each SR or AA in each group by name. This gives every man a chance to see just where he is going and how far along the route he is. It insures that he is recommended for advancement when due.

When a Reservist starts working for advancement to a maintenance rate—and from then on—training is set up on a squadron basis, with in-service instructors assigned to specific squadrons. Squadron progress charts listing the name of each maintenance man in the squadron and showing each subject and each job he must accomplish to qualify for advancement are now kept in the maintenance offices and shops.

In-service instructors make up schedules indicating just what job each individual in the squadron is to perform during his next drill. By referring to



IN THE HANGAR—*Maintenance instructor Webb shows Ashworth, Sullivan, Wallace and Comer how to perform SNJ 30-hour check*

ON THE LINE—*Later the Reservists serve as SNJ plane captains for former Volunteer Reserve pilot Brown now back on active duty*

the progress charts they make sure that no man repeats a job he has already performed. These schedules are then sent out to each Reservist two weeks in advance so that he can do the necessary pre-drill boning up.

Just as soon as the man completes a particular job, he takes the written exam on that phase. His mark is then recorded on the squadron progress chart, and he is ready to be scheduled for another job during the next drill. To make sure there is no slip-up, master records are also kept, as well as individual jackets for each man, and results are regularly forwarded to tech training for crediting.

Progress charts are also posted in each squadron room. This gives squadron officers a ready check on what their men are accomplishing and enables them to prod any laggards and iron out any difficulties.

Full lists of NavPers courses required for each rate and of references to be studied at home are also prominently posted. Careful records are also kept of courses completed.

THE BIG advantage of the Atlanta system with its complete outlines and follow-up records is that each Reservist's training can be kept rolling forward. Schedules can be laid out equally effectively for O-2's who come aboard for week-end training or for two-weeks or two or three months training.

Even more important, if some form of Universal Military Training ups the quota to be trained, the Atlanta pattern is already tailored to take the job in stride. A few months ago, when 200 seaman recruits showed up rather suddenly one weekend for their first drill, they were integrated right into the program without any waiting around for assignments. And no extra instructors had to be rounded up for the job either.

Atlanta got a good chance to test its on-the-job program this spring when VF-671 reported for two-months streamlining enroute to active duty with the Fleet and when 53 seaman recruits came aboard for 90 days training.

Making full use of the progress charts to show loopholes that needed to be plugged and then following the course road maps, VF-671 turned itself into a self-sufficient outfit on the double.

Again utilizing its regular course outlines, Atlanta was able to give its 53 seaman recruits the equivalent of 18-months-training-on-a-weekend-basis in the 90 days. The course panned out so effectively, in fact, that during their last month aboard the seaman recruits were actually able to act as SNJ plane captains for the 25 former Volunteer Reserve pilots who reported for active duty at that time.

By the end of their training, the seaman recruits had completed all course requirements for advancement to not only airman apprentice but also for advancement to the grade of airman. They were also proficient SNJ plane captains and they had completed 70% of their aircrewman qualifications.

IN THE SHOP—*Jones starts Lackey off on lab job involving F4U-4 radio installation*

Now drilling on a weekend basis, they are proving to be the kind of men needed for operating squadrons. Some are even being groomed to assist with in-service training of new squadron members.

ON-THE-JOB training for O-2 maintenance men is highlighted in this article, but actually the pattern is the same for training Reserves in all rates at Atlanta. All departments get into the act, work in tandem with tech training, and get the same good results, producing qualified men in their fields.

The operations department, for example, used nine stationkeepers as guinea pigs to set up its on-the-job course for air controlmen. Not only were these men able to change their rate but they also were able to obtain CAA certification as control tower operators with a junior rating. Following their path, Organized Reservists now get their training right in the operations department, working side by side with the stationkeepers in the tower, in aerology and in flight control.

Non-rated men also go right into the various departments to get the word on different phases of their syllabus. They learned about first aid from the medical department, pay and allowances from disbursing, radar from electronics, fire fighting from public works and so on down the line.

This then is the Atlanta model for on-the-job training of Organized Reservists. With all of the 27 stations and units within the Naval Air Reserve Training Command pioneering similar programs, it is simply one example of the kind of effective training the Navy is providing for its Reserves. But it does show how teamwork between departments, coupled with practical planning and hard work, pays off in good results.

BEEF TRUST'S TUG-OF-WAR

A RECORD of sorts was made on the USS *Princeton recently*. A sailor whose duty station is way down in the innards of the big ship came to the topside for the first time since the carrier left continental United States last November enroute to the Korean war zone.

The occasion was the first intra-mural tug-of-war between Carrier Air Group 19 and ship's company chief petty officer. The *Princeton's* band provided inspirational music for the big pull-away.

CORPSMEN WERE SET FOR GRUESOME CASUALTIES

The contest, won by the air group, took place on the broad flight deck where planes take off and land aboard the 27,000-ton flagship of fast carrier Task Force 77.

An estimated 1,000 sailors watched the tug between outstanding members of the "Beef Trust," from all accessible points of the flight deck and island superstructure. Held during an "in-between" period of combat operations off the coast of Korea, the tug-of-war starred "heavyweights" from each of the two groups of chief petty officers.

The contest began shortly after the last plane of an incoming flight landed aboard from strafing, bombing and napalming Communist troops in Korea.

MCDANIELS WORE LEAD DIVING SHOES FOR TUG

AIR GROUP CHIEFS PULLED HARD FOR VICTORY

Ship chief petty officers with a combined weight of 5300 pounds were captained by chief boatswain's mate W. Blackley, Jr., with chief machinist's mate P. McDaniels at 280 pounds (including lead diving shoes) as anchor man.

The air group chiefs were captained by H. G. Hemphill, chief machinist's mate, and aft at a solid 260 pounds was H. W. Butts, ADC.

The tug was photographed with coordinated sound so that it could be shown as part of a future "Happy Hour" aboard ship.

After the usual number of grunts and groans, while the ship's hospital corpsmen stood by prepared for any emergency, the air group managed to tow the reluctant ship's company group across the starting line and were declared the winners.

The *Princeton*, the flagship of RAdm. Ralph A. Ofstie, is commanded by Capt. William O. Gallery.

Chief Steward Leaves Navy

Saw Active Service with Navy 'Greats'

May 1, 1951 marked the close of an eventful naval career for a Chief Steward who entered active service just eight months after the close of World War I.

Elcana Jones, SDC, of Berkeley, Calif., was honorably retired after having completed a total of 31 years, 6 months and 25 days of active duty. The Naval Air Technical Training Unit at NAS GLENVIEW was the scene of his retirement.

Jones was in on the very beginning of the tremendous expansion of the aeronautical organization of the Navy, serving aboard the USS *Langley*, the Navy's first aircraft carrier, in 1924. He served as LCdr. (later Adm.) Marc Mitscher's steward and remembers with pride his associations with Cdrs. Price, Gordon, Towers, LCdrs. Mason and Ramsey, and Lts. Davis and Bogan, names famous in the annals of naval history.

In WW II, Jones later served another group of famous naval aviators, Torpedo Eight of Battle of Midway fame. Jones served this organization from its formation to its tragic end.

Jones was present at the launching of Jimmie Doolittle's flyers from the decks of the USS *Hornet* in April 1942 on the now famous strike on Tokyo.

Jones participated in the invasion of Guadalcanal while aboard the USS *Saratoga*, and when that vessel was torpedoed on 24 August 1942, he was transferred to the USS *Whitney* and served on that vessel through the New Guinea campaign up to the Admiralty Islands.

Jones wears the Asiatic Pacific Theater ribbon with seven battle stars, the Navy

RIBBONS INDICATE JONES' EVENT-FILLED CAREER

Unit Commendation medal with victory clasp, the European Theater ribbon, the Presidential Unit Citation with one star, American Area, Japanese Occupation and China Service ribbons, and the Good Conduct medal with four awards.

• NAS ALAMEDA—LCdr. Cook Cleland, Cleveland Air Races speed winner, is skipper of VF-653, a Reserve squadron called back to duty and now part of Air Group Fifteen.

WE SIGNED *a pledge not to run any more cake-cutting pictures in the News for a few months, but this one from the battle-front in Korea was a little different and it gets under the wire. Marine Capt. Victor A. Armstrong got the cake from the CV Philippine Sea for rescuing a downed Navy helicopter pilot from a Han river island. With him is Maj. Vincent J. Gottschalk, skipper of the busy Marine pinwheel outfit.*

'TURKEYS' NOW TRANSPORTS

'TURKEY' TRANSPORT SHOWN HERE WITH PASSENGERS AND CARGO BASKET

STOREKEEPERS GRAY, COCO UNLOAD CARGO FROM WIRE SCREEN BASKET

TURKEYS, the famous TBM's of World War II, have been drafted for new duties.

One of the primary considerations in the operation of aircraft carriers is keeping the flattops supplied while at sea. In the past, the system employed was to interrupt operations while a supply ship came alongside. Supplies were transferred slowly and laboriously by lines between the ships.

Now the old torpedo planes have been put to work carrying priority items, such as key personnel, and special supplies, such as electronics equipment, serums for unusual sicknesses and special armament. First flown in the far east war zone, they are now active in the Atlantic theater also.

New designation for the *Turkey*—legally termed the *Avenger*—is the TBM-3R. The plane made a reputation for itself as an "honest" carrier plane, roomy and beefed up for the roughest duty. For a single-engined plane it has tremendous load carrying ability.

After Korean hostilities began it was soon apparent to RAdm. E. C. Ewen, Commander Fast Carrier Task Force 77, that some means of getting special supplies to the fleet was needed. He conferred with RAdm. G. R. Henderson, Commander Fleet Air Japan. It was decided to initiate, on an experimental basis, a special air transport group capable of meeting the problem.

Initially the task was assigned to Fleet Aircraft Service Squadron Eleven. *Operation COD*, which means Carrier Onboard Delivery, was started from Japan to the carriers operating in the battle zone. With its four and one-half hours endurance, the *Avenger* was within easy cruising distance of the ships.

The service was inaugurated in January when Ens. C. A. Sheehan made the first trip. Since then, a schedule of two trips a day has been maintained.

In April the task was transferred from FASRON-11 to Transport Squadron Twenty-One, Haneda (Japan) detachment. VR-21 is now providing the lift to the carrier deck with six TBM-3R's.

Alterations have been made to the planes to enable them to carry both passengers and cargo. All heavy armor and armament have been removed to make the load-carrying capacity larger.

Where the old bombardier and radioman used to sit, plus the fuselage space around the tunnel gun emplacement, has become the passenger cabin holding seven persons.

The provision for carrying cargo is novel. In place of a 2,000-pound torpedo or four 500-pound bombs, the spacious bomb bay now carries the priority cargo in a special manner.

A wire mesh screen basket, which is tailored to fit into the bomb bay, was designed by a CPO. It simplifies stowage of cargo and insures protection from possible damage during takeoffs and landings.

The regular bomb hoists are used to raise and lower the cargo basket when loading and unloading. The basket can be removed completely with ease. Another already loaded basket can be substituted quickly. Thus the plane continues its rounds with little delay.

COD is a proved success now. It has taken its place as a permanent fixture in operations of Fleet Logistics Air Wing.

ALTHOUGH OBSOLETE FOR COMBAT USE, THE OLD TBM'S HAVE PROVED SUCCESSFUL FOR TRANSPORT

LAST MINUTE CHECK-UP GIVEN BEFORE FLIGHT

VP-9 Readies its Privateers

Big Patrol Planes Still Pack Real Punch

Something old, something new, nothing borrowed and all in blue—that's the story of the Pacific's newest patrol squadron, VP-9.

The "something old" is the Navy's PB4Y-2 *Privateer* bomber. Although the 4Y-2's are surpassed by many planes in modern aviation, its armament and the experienced crews of VP-9 make it a deadly effective weapon in antisubmarine warfare.

"Something new" is the squadron itself, recently commissioned at NAS WHIDBEY ISLAND and now at NAS SEATTLE. The squadron skipper, Cdr. Max P. Bailey is also one of the newest commanders in the Navy. He was on the last promotion list.

"Nothing borrowed and all in blue" are the talented crews that maintain and fly the PB4Y-2's. Most of the crews of VP-9 are old timers in maintaining and flying the trusted and tried *Privateers.*

Spotlight on Radio Talkers

TO THE utter horror and shock of almost all concerned, all pilots, regardless of rank or position, had to pass an examination on proper voice procedure out at Fleet Air Hawaii. And the results have brought big dividends in improved communications around NAS BARBER'S POINT.

Efforts of Fleet Air Hawaii communicators may not win them a popularity award but their work paid dividends for the Navy in increased operational efficiency.

Two separate training programs were put into action, one for all pilots and the other for all aviation electronics ratings. The increased tempo of operations resulting from the Korean war has left no room on crowded voice radio circuits for the pilot who has only a hazy idea of correct voice procedure and whose transmissions are frequently inaccurate and time consuming.

Circuit discipline at Barber's Point probably was no better than around any other large naval air station. When the word went out that everyone would take the exams on voice procedure, things started improving. A list of 20 questions was prepared to emphasize important procedures used in local and forward areas and rules in JANAP 125 most often violated.

Training for enlisted men is more varied. A radio school has been established augmenting squadron communications training, at which instruction is given in all methods of sending and receiving at any speed. Beginners are taught elementary code, and old salts can qualify for speed key certificates.

In addition, a repeating series of radio procedure lectures is given, requiring a week. Attendance for all instruction is voluntary and the school is well-attended. Periodic exams are given ratings on radio operating and procedure. Fleet Air Hawaii has found a little effort pays off with better communications.

OUT AT MCAS *El Toro the Marines have corralled the first and only warrant officer pilot. He is Chief Warrant Officer Joseph A. Corvi, a jet night fighter pilot who is also electronics officer. He got bitten by the flying bug while on the Ranger in 1937 and won his wings in 1941. A shortage of electronics experts, however, kept him in that field until 1946 when he got flying orders again.*

LINED UP IN *front of their AD Skyraider are officers of VA-35 when the squadron was aboard the CV Leyte on a Mediterranean cruise. In rear row: Ens. Cronin, Hawks, Huber, Barnard, Mann, Harris, Jacobs, Pierson, Disbrow, Basham. Front row: Lt. (jg) Schabacker, Lt. Edwards, LCdr. Osborn, LCdr. Bagwell, Lt. Harris and Lt. (jg) Batson.*

TIGER, GERMAN-*born brindle hound mascot of VR-6, Westover AFB, reputedly bites officers and loves enlisted men. Here he wears a Prisoner-At-Large card for nipping an Air Force captain. Tiger, LH1, (liberty hound, 1st class) came back to U.S. with VR-6 after the airlift to Berlin*

RAdm. R. F. *Whitehead, Commander Fleet Air Wings Atlantic (1) and RAdm. Ricco Botta, Commander Naval Air Material Center, discuss new jet engines with Fred B. Rentschler, P&W founder and chairman of United Aircraft Corporation Board*

O&R TEST *line pilot Ralph E. Carr, AMC (AP) helps Johnny Morris out of a TO-1 after the well-known Horace Heidt entertainer had given it the once-over. The Heidt troupe made one live broadcast, filmed three telecasts and taped three broadcasts for future release from NAS San Diego's theater stage.*

Forty minutes goes by. The tower calls once to say that the PBY has no definite word on the pilot. They're communicating with the ship by Aldis lamp. They think they're trying artificial respiration. The ship is heading into port. She should be inside the breakwater by dark.

DURING the wait you explain again what happened, what you did, and the trouble you had getting the ship to follow you. Somebody remembers having seen the exact procedure printed somewhere, but can't remember what it was in. Everyone thinks the skipper of the ship should have had sense enough to follow you even if your procedure wasn't exactly right.

You ask about that thing that the PBY dropped. The skipper explains that it was probably a message drop . . . maybe just an empty ice cream container

THE USS YORKTOWN *association, composed of men who served aboard that carrier during the war, has presented a painting of the ship to the Naval Academy in commemoration of her wartime services. It was presented by RAdm. Joseph J. Clark, first commanding officer. The 24"x48" oil painting shows the Yorktown underway with a plane taking off her flight deck. Members of the association in the photo above, seated, are: Capt. James H. Flatley, RAdm. John Crommelin (Ret.), Chaplain Joseph N. Moody, RAdm. Harry A. Baldridge (Ret.), VAdm. Harry W. Hill, RAdm. Clark, James Pryant and LCdr. Edw. Volz.*

Speedy Rescue by Pinwheel

Corry Helicopter in 4½-Minute Save

NAAS CORRY FIELD—One of the fastest land-based rescues by helicopter was achieved here on 21 May when the sea-air rescue unit's pinwheel picked up a pilot and had him back to his hangar four and a half minutes after he crashed.

W. A. Anderson, AD1(AP), duty helicopter pilot, got the crash call at 1403 than an AD-1 piloted by Midshipman P. M. Moriarity had made a wheels-up landing due to engine failure 150 yards outside the west field fence.

A minute later the helicopter was in the air. Before the crash trucks could reach the plane, Anderson had Midshipman Moriarity safely back at the utility hangar.

Model P2V In Many Flights

Hawaii Hobbyists Plan Radio Control

FASRON 117, PACIFIC—There is a squadron within a squadron at Barber's Point. The men of this outfit built about 75 controlled flight, gas-powered model planes and interest in the hobby is growing steadily.

Two of the leading enthusiasts are V. H. Lee, AD3, and R. S. Moore, AT3, who have been pursuing the hobby for about 14 years each, and in the past year of joint effort have built eight models now flying, with 10 others in various stages of completion.

Queen of the fleet is the Lee-Moore scale model of a P2V *Neptune* which was completed in 450 man-hours over a 3½-week period from a ¾" to 1', three-view scale drawing furnished by the Public relations office of the Navy department.

This plane has a 64" wing span and is powered by two Fox "35" engines with synchronized, controllable throttles. It required 41 square feet of ⅛" plywood to cover it and weighs 9¼ pounds without fuel. The scale is detailed even to the chocks under the wheels. It has made 34 flights of about 15 minutes duration each, and attained a speed of about 70 mph.

Lee and Moore now are busy constructing a five-channel radio control transmitter and receiver so that they can branch out into controlled free flight. When the electronics project is finished, a model with a nine to 12 feet wing span will be built to carry the receiver. An amateur radio operator's license is required when flying remote controlled models, but these men are studying for this and are not letting anything stand in the way of the pursuit of a hobby which they find so exciting.

TINY P2V IS EXACT MODEL OF REAL AIRPLANE

YOUR WINGMAN DITCHES

YOU'RE leading a two-plane section back to base after an overwater navigation training flight. Just about twenty minutes before your ETA at the coastline your wingman calls on VHF to say that he's losing power. A few seconds later he reports that his oil pressure is down to 15 lbs. While you are trying to get a "MAYDAY" message to the base, his engine freezes.

You tell him to tighten his shoulder harness and make sure that it's locked, to jettison his belly tank, and to lock the canopy in the open position. As you watch him turn into the wind for a dead stick landing, you note that the sea is rougher than usual. You wonder if you should advise him to land crosswind. You're not sure, so you leave it up to him.

You watch the plane level off just above the wave tops. You notice that the flaps are part way down. Then it seems to fly right smack into a wave crest and flip over on its back.

AFTER what seems like a full minute the pilot bobs to the surface. You can see that he has his Mae West inflated . . . he's waving . . . and you feel a surge of relief because he got out all right.

What's your next move? You don't want to lose sight of him, but you want to get up high enough to reach the base and give them the position of the ditching. You make a low pass over the pilot and see that he has released a dye marker and is right in the center of the expanding green circle. He's easy to spot now so you start climbing and calling the base. You're thankful that for once you seem to have the frequency all to yourself. The base is loud and clear and you're pretty sure of the position you gave. Help should be on the way in a very few minutes.

YOU CUSS the decision that you and Joe made about not wearing exposure suits. It's a sunny day and plenty warm in the cockpit with the canopy closed, but you know the water must be colder than a well-digger in Idaho. You find yourself remembering the time you went swimming at Atlantic City in early April and about all you did was to dash right in and out again.

All of a sudden you start asking yourself, "Where in the hell is the PBY?" Actually you know that they haven't had time to get there yet, but the minutes seem like hours. You take your eyes off the pilot and the dye marker for a moment to see if you can spot the rescue plane heading for the accident scene.

Holy Christopher! What's the matter with you! There, just a couple of miles away, you spot a coastal freighter. It's even heading in the right direction. All you have to do is get over there and make them alter course about 15 degrees and they can pick up Joe.

That's swell, but how do you do it? You figure that you'll make a low pass along the port side of the ship and gun your engine and then head back towards Joe. Surely they'll have sense enough to follow.

You give it a try. Several fellows on the ship wave to you. You try to signal "Follow Me" with your right arm and turn back towards the dye marker . . . You have to climb a bit to spot it . . . and then you swoop down low. By gosh, there's Joe right inside the green circle and still waving. They ought to have him out in a few minutes.

YOU TURN back towards the ship. What the hell's the matter? . . . they haven't changed course a bit. They're going to miss Joe by 500 yards unless they bring her to port a bit. Do it again. You've got to make them understand!

On this pass about 20 guys are on the railing watching you. They wave. You point and rock your wings. You head back towards the dye marker again and swoop down gunning your engine as you pass over the spot. You're really cussing the crew of the freighter now. Don't the stupid dolts know that Joe is going to drown if they don't come over and get him!

You try again. On the way back to the ship this time you look at your watch. He's been in the water nearly

TIGER, GERMAN-*born brindle hound mascot of VR-6, Westover AFB, reputedly bites officers and loves enlisted men. Here he wears a Prisoner-At-Large card for nipping an Air Force captain. Tiger, LH1, (liberty hound, 1st class) came back to U.S. with VR-6 after the airlift to Berlin*

up. You grab the mike and scream that you've tried that for the last half hour. They don't understand.

The *Dumbo* pilot says "STANDBY" and makes a low swoop towards the ship. He makes a complete circle and then passes right across the bow of the ship changing prop pitch. You see something thrown out of the plane. You can't tell what it is, but it has a long yellow streamer on it.

The ship slows and then starts back towards the dye marker. You head over to buzz the exact spot again and wonder why they couldn't have done this a half hour ago. You don't see Joe on this pass, so you make another. This time you see him, but he's not moving. A big wave breaks right over his head. The ship has stopped now. They're putting a boat over.

Five minutes later you see them pulling Joe into the boat. The PBY pilot calls and asks you how much gas you have left. You realize that you'd better head for the base.

ON THE way back to the field, you wonder whether or not the PBY has radio contact with the ship. You wonder whether the ship has a doctor. You wonder if there was anything else you could have done. Most of all you wonder whether Joe is O.K.

A bunch of the fellows in the squadron are waiting as you taxi up to the line. Maybe they'll know.

They don't. They thought maybe you could tell them whether or not Joe was O.K. Now there's nothing to do but wait. You all head up towards the skipper's office on the second deck of the hangar. Somebody says that's where the tower will phone as soon as there's any word. The PBY ought to be landing soon. If not, they'll send a message.

Forty minutes goes by. The tower calls once to say that the PBY has no definite word on the pilot. They're communicating with the ship by Aldis lamp. They think they're trying artificial respiration. The ship is heading into port. She should be inside the breakwater by dark.

DURING the wait you explain again what happened, what you did, and the trouble you had getting the ship to follow you. Somebody remembers having seen the exact procedure printed somewhere, but can't remember what it was in. Everyone thinks the skipper of the ship should have had sense enough to follow you even if your procedure wasn't exactly right.

You ask about that thing that the PBY dropped. The skipper explains that it was probably a message drop . . . maybe just an empty ice cream container with a yellow streamer and inside a small weight . . . and the instructions for the ship.

You think they surely ought to know by now. But then you remember that they always work for a long time after a drowning.

The phone on the skipper's desk rings. You take an extra large breath and watch the skipper's face. He repeats "Pier 12. 2130. Thanks." and puts the phone down. He clears his throat and says:

"He's alive. They want an ambulance at pier 12. The station's sending one."

You want to say something, but you can't. The lump in your throat feels about like a baseball. You take a quick walk out to the drinking fountain on the balcony. On the way back you mumble, "I'll be darned. An empty ice cream container and a hunk of yellow bunting. Now isn't that something."

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NEED HELP IN A HURRY? HERE'S HOW TO GET IT

Not all downed pilots are as fortunate as "Joe" in the story on this page.

There have been other instances in which pilots drowned while their wingmen were trying in vain to get merchant vessels to render assistance.

In one case the wingman made three unsuccessful attempts to divert a merchant vessel. The Captain of the ship subequently told Coast Guard investigators that when the plane first flew alongside the ship he thought that the pilot might be having engine trouble. When he kept coming back, he concluded that he was merely "buzzing." The Captain stated that he had been annoyed by buzzing of military aircraft at other times.

The Coast Guard and the U. S. Navy Hydrographic Office collaborated on the promulgation of the correct procedures for this type of emergency. Notice to Mariners No. 1, dated 6 January 1951 contains the following instructions:

● ● ●

Signals for Aircraft in Distress

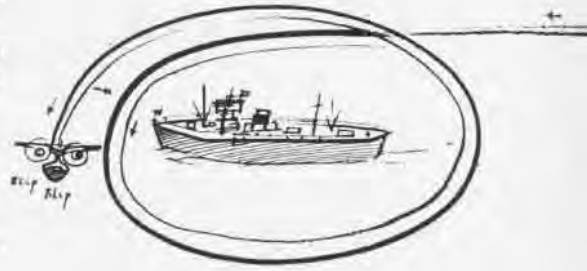
When an aircraft desires to call upon a surface vessel to render assistance to survivors or planes in distress, the aircraft will:

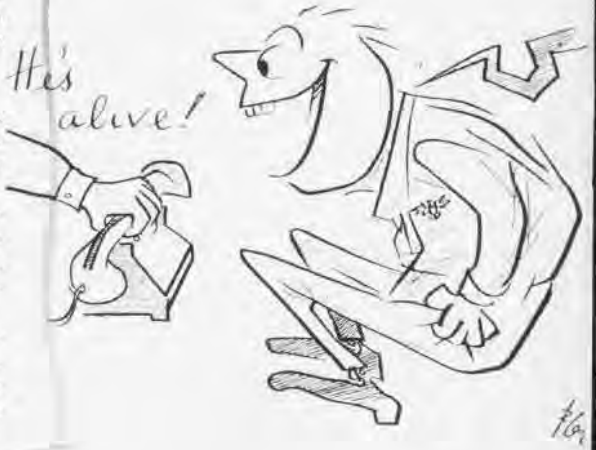
(1) Circle the vessel at least once.

(2) Fly across the bow of the vessel at low altitude, opening and closing the throttle, or changing propeller pitch, when possible.

(3) Head in the direction of the distress scene. Repeat until the vessel acknowledges by following. Use Aldis lamp, radio, or message drop to explain the situation if possible.

The surface craft should follow the aircraft or indicate that it is unable to comply by hoisting the international flag "NEGAT" or by other visual or radio means.





WHEN CDR. *Edgar G. Osborn, operations officer of the Boxer, teletyped the ready rooms "We will need every available aircraft to meet the schedule tomorrow including kites, if anyone knows or remembers how to make them," he was only fooling. But Lts. (jg) John R. Shone and William O. Teague in the air group weren't. They took him at his word and built a kite to operate the next day. They labeled their delta-wing job the "Osborn's Comet."*

Pelican Board Fetes Pilots

Helicopter Rescues Recorded on Plaque

HU-2, LAKEHURST—Two clubs have been formed by this helicopter squadron to honor pilots and aircrewmen who have participated in rescue operations. The "Pelican Club" boards posted in the HU-2 hangar are showpieces.

PELICAN BOARD HAS NAMES OF RESCUE HEROES

When a HU-2 helicopter makes a rescue at sea or on land, a report is made to the squadron .The names are turned over to the squadron parachute loft, which makes a nameplate to affix to the boards. The name is put on a small piece of black plastic in gold letters. Below the name is the month and year the rescue was made.

So many rescues have been made that the *Pelican* boards are nearly full.

New Disease of Link Pilots

Corpus Commander Reports on Woes

NAS CORPUS CHRISTI—Instrument flight pilots are subject to an extremely rare disease, "Radiopseudophychoneurosis", apparently an occupational malady found among those undergoing intensive instrument flight training.

The first case reported by the All Weather Flight School here was a commander taking the course. "I knew the AWF course was tough, but I didn't realize it would affect me the way it has," he said.

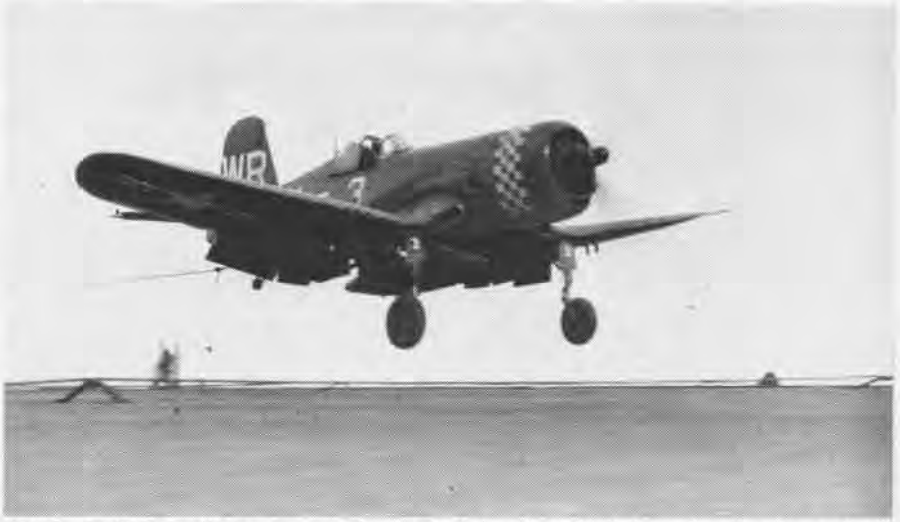
"Last night I woke up in the middle of the night, and while lying there flat on my back, I could hear a steady radio range on-course signal. I rolled over on my right side, thinking it would go away, but instead, I got a clear A off-course.

"I rolled to the left and crossed through the beam to an N off-course. This rather disturbed me, so I got up and started toward the door, but I had to come back to bed. Why? I was getting a fade, of course."

Treatment has been started. School instructor MD's (makeshift doctors) have prescribed Link flights to be taken with a minimum of one daily, closely followed by application of hot in-flight instruction as the only known sure cure. Once cured, relapses are extremely rare.

"COME ON IN," *says John Cairns, leading FASRon-6 chief, to hesitant and curvaceous Betsy Naylar, RMSN. Cairns recently requalified as a Navy swimmer after 34 years of service. There is apparently real incentive to use the pool at Fleet Air Jacksonville.*

• NAS SAN DIEGO—First pilot to land aboard the newly-recommissioned carrier *Essex* was Ens. John P. Moody, Jr., of VF-871. The *Essex* recently rejoined the fleet after a $40,000,000 remodeling.



WHILE CARRIER-*qualifying a squadron of Marine pilots aboard the Sicily, this unusual photograph was taken of a Corsair still in flight yet hooked to the arresting gear wire. The plane landed too fast but bounced still engaging the wire. The pilot landed safely and was launched again without trouble. Photographer was Photo Mate Seaman Luis Y. Coria.*

ACTIVE DUTY RESERVES GEAR FOR ACTION

VP-871 RESERVES—*Former Sequoia High School coach Manning lines up with ex-Sequoia students Lowe, Winstead, Hudson, Dobson (rear) and Borghini, J. Patak, Bozzuto and C. Patak (front)*

KEYMEN IN ALL-RESERVE CAG-8—*Pilots Fecke, Thrash, Fisher, Hathorn, Price, Pulford, Robertson and leading chiefs Wotjon, Karcher, Mitchell, Fitzgerald, Norman, Babb now at* JACKSONVILLE

BEFORE 'SHOVING OFF' *for active duty with the Fleet at* NAS SEATTLE, *Reserves in VP-871 stood final inspection at* NAS OAKLAND *before one of their giant PB4Y-2 bombers*

MAYOR *Rishell and CO Holt congratulate 871's Walker and McCauley on drill record*

FORMER STUDENTS AND GRADS *of the University of Southern California, now with VF-783 at* NAS SAN DIEGO—*In back are Reserves R. Anderson, Fitz, Miller, Smith, Carroll, Wilkinson, A. Anderson and Katz, in front are Powers, Redmond, Colapietro, Bell*

READY TO FIGHT *for their country on any front, these Chinese-Americans, all members of VP-871, get set for action against enemies of America; here Chief Lowe 'checks out' Reserves Lee, Leong, Yee and Lim (kneeling) on Privateer engine operations*

LETTERS

SIRS:

As an ex-naval aviator, I am very much interested in the latest dope on naval aviation. NAVAL AVIATION NEWS is the finest publication in the flying services. Please enter my subscription for one year.

I have missed the Navy greatly since I left it 11 months ago. . . . Although I wear the silver wings, my longing for the wings of gold will never be ended.

I would appreciate it if you would publish my name and address so that perhaps some of my old buddies would drop me a line.

WILLIAM C. CORRELL, USAF
EX-LT. (JG), USNR
111TH FIGHTER BOMBER SQUADRON
LANGLEY AIR FORCE BASE, VIRGINIA

SIRS:

I recently read the booklet *Night Flying Sense* and have a suggestion which I think might prove valuable.

When I find it necessary to turn on a direct bright light or to go through a lit passenger cabin during night flights, I keep one eye covered during the time the light is on. When I turn the light off, I have retained my night vision in the eye that was covered. It is an odd sensation, but has proved to be very effective.

RALPH H. JONES, LT. (JG)
VP-741
NAS JACKSONVILLE

SIRS:

In commemoration of the 35,000th landing by Ens. S. W. Henderson since its commissioning, ship's bakers aboard the *Philippine Sea*, flagship of Vice Admiral H. M. Martin, Commander Seventh Fleet, prepared this huge landing cake weighing more than 1,000 pounds.

The ship also celebrated the 10,000th landing aboard this carrier made since leaving San Diego early last August. It was made by LCdr. E. R. Coffman. In the photo are Henderson, Commander Phillips, acting commander of Air Group Two; Coffman, commanding officer of VF-24, and Gary C. Anderson, airman, plane captain.

PUBLIC INFORMATION OFFICER

SIRS:

Fighter Squadron 11 sends congratulations to the VF-61 pilot who landed a two-wheeled *Panther* on the *Roosevelt*, as illustrated in your March issue.

But as if to prove that good pilots also fly *Banshees*, please find enclosed a sequence showing Ens. W. R. Fisher of VF-11 performing a similar feat in an F2H-2.

As in the case of the *Panther*, all possible means failed to lower the left main gear. After burning off excess fuel, Fisher entered the pattern, made a fine pass, received his cut and landed aboard the *Coral Sea*.

Note in the pictures that no unorthodox landing technique was attempted. The plane continued straight up the deck until forward motion was almost stopped, and then eased over to port. Only damage was port tip tank and port flaps. The culprit in this case was a burnt out actuator. The plane was ready to fly 56 hours later.

R. E. COWELL, LT.
PUBLIC INFORMATION OFFICER

¶ The News reproduces here two of the sequences showing the *Banshee* coming in with only one main wheel and the nose wheel down, then dropping to the deck on the flap and tank.

SIRS:

I would draw your attention to the article on recognition which is printed on page 22 of your May 1951 issue.

Paragraph three of said article is liable to raise a certain amount of confusion in the minds of many USN pilots and antiaircraft gunners as to which types of aircraft are on this side and which on the side of the Communists.

I am certain the personnel of HMS *Glory* are under the impression that their aircraft are fighting on the side of the United Nations.

W. H. CLIFF, WING COMMANDER
BRITISH LIAISON OFFICER
COMAIRLANT

¶ The headline on the item about British plane types in Korea read "Communist Aircraft in Korea". It belonged on an item lower in the column and was unexplainably duplicated. The British ships and planes are very busily engaged in combat on the United Nations' side, of that there is no doubt.

NAVAL AVIATION NEWS

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● THE COVER

Twenty tons of steel get a beauty treatment as crewmen of the CVB Coral Sea prepare to paint her starboard anchor. The men are Seamen Robert Merchant, Fred Van Millersworth (on chain) and Jules Borio. Boatswains Mate Third Class Bartholomew Wells directs the work.

● CITY QUIZ

(Inside back cover)

Top—Miami, Fla., with Miami Beach at the top, connected by MacArthur Causeway.

Lower—Monterey, Calif., showing Naval Auxiliary Air Station in foreground and the Navy General Line School for aviators (now closed) at top center, below the city of Monterey.

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Art Director

● The printing of this publication has been approved by the Director of the Bureau of the Budget, 10 June 1949

PACIFIC AND ATLANTIC

The Pacific and Atlantic oceans show in these aerial quiz pictures this month. One of the pictures shows a famous Navy school. Can you identify them? *Answers are on last page.*

NAVAL AVIATION

NEWS

join the flying parade

By sending in your dollar-saving ideas, your flying feats and outstanding photographs to *Naval Aviation News*, other squadrons and ships can benefit by this 'profit sharing', in war zones or at home ports. The *News* helps keep your men better-informed on Naval Aviation. Safety ideas they glean from its pages may save their lives, or technical developments of other squadrons help solve a maintenance headache.