

NAVAL AVIATION

# NEWS



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## **SWEEP AND DELTA**

*Upper picture shows two new versions of the Republic Thunderjet fighter; foreground, F-84F fighter-bomber; background, RF-84 photo reconnaissance. Below is the first released in-flight picture of the Douglas F4D Skyray.*





## **Facsimile Transmission Flashes Photos, Charts, Blueprints and Blondie to Fleet Via Speedy Navy Radiophoto Facilities**

THE NAVY has a gadget which puts a carrier's aerological office in the position of a small town medical clinic that happily finds itself able to draw on the famous Mayos for advice and services. This same gadget allows all hands to follow the latest antics of "Blondie", "Dick Tracy" and "Li'l Abner" while having the morning's first joe-pot session. Radiophoto has taken its place in today's Air Navy along with jet propulsion and the Davis barrier.

Although some like to refer to "soundphoto" rather than "radiophoto", and others talk about "fax" or "facsimile"—all are referring to facsimile transmission of a picture by radio. Regardless of spelling, facsimile spells trouble to the enemy.

When coupled with the Navy's world-wide communications system, the implications of facsimile transmission go far beyond comic strips and even weather maps. Reconnaissance photos, blueprints, ship disposition charts, public information photos, and hosts of other types of graphic material transmitted by radiophoto can be handled like any dispatch traffic.

This means that ships and shore stations equipped with radiophoto facilities are capable of sending illustrative material anywhere in the world. Radiophoto and television are similar in the respect that both send pictures via the air waves. Unlike television, facsimile transmission leaves one with a lasting picture on paper as well as an image in the mind. The former is usually retained much longer, and is less subject to the "human element" of inaccuracy.

Those individuals that "need a picture drawn for them" can have it, and have it at once, even though they may be oceans away from the point of the picture's origin. That old turnip about "One picture is worth . . . etc." is still as true as ever.

All possibilities of radiophoto and its military applications have not begun to be exhausted. Constant research is being conducted to extend its scope for use in aircraft, for inter-ship communications and for Marines in the field. Navy, university and commercial laboratories are pooling efforts in the fax transmission research field for the defense of America.



EACH DAY radiophoto does its part in keeping U. S. Naval units operating smoothly wherever they may be in the three-quarters of the globe which is water. Like other jobs in the Navy, radiophoto jobs occasionally become routine and work-a-day to the men who handle them. Sometimes though, a big one will come along which is spectacular, play a big part in the war effort, and even makes the operators sit up and take notice. One of these came along last spring.

Marine helicopters of a certain type were grounded because of a structural defect. This played hob with their important missions in the Korean War. To get them ungrounded, plans for a modification had to be made back in Washington at BUAER. After the plans were made, drawings had to be prepared and delivered to the Far East so the squadrons could make the necessary changes. Navy radiophoto helped to get the 'copters back in the air in a hurry.

BUAER received the information about the helicopters from Tokyo at 1000 on Saturday 8 March 1952. By 2300 that same night drawings for emergency field changes had been prepared by BUAER, and had been delivered to Japan by Navy radiophoto. Of the total elapsed time of 13 hours, nine had been occupied in gathering information for and preparing the drawings. The balance was used for transmission.

Lt. Philip W. Kerr of BUAER's maintenance division discussed the situation and its delivery requirements with Robert L. Johnson, RMN1, supervisor of the watch at Radio-



USS ORISKANY'S aerologist LCdr. Ellis B. Rinard and R. W. Sallee, AG1, prepare forecast from radiophoto master weather chart

photo Washington. Decisions were reached regarding the type of drawings necessary for facsimile transmission and the best method of depiction to insure legibility at the reception point nearly 8,500 miles away.

While Lt. Kerr proceeded with the drawings' preparation, Johnson informed Radiophoto San Francisco of the impending traffic and arranged for its relay to Tokyo.

At 1746 transmission of the drawings was started from Washington to San Francisco by Donald L. Olson, RM1, who had relieved Johnson as supervisor, and Leonard E. Rottman, RMN3, watch operator. Radiophoto San Francisco reported receiving excellent quality copy, but that prevailing atmospheric conditions prevented Tokyo from getting clear, legible reception at that moment.

A little later when atmospheric conditions over the Pacific cleared, San Francisco retransmitted the drawings on to Tokyo. Radiophoto Tokyo informed Washington at 2321

that the helicopter drawings had been received with good legibility. There had only been a small amount of interference.

Next day, ComFairJap had the plans in the hands of the squadron commanders for action. Facsimile transmission of these drawings had reduced the time necessary to incorporate the emergency changes by at least a week.

Weather maps are always of special interest to Naval Aviation personnel. Whether one is the admiral making fleet decisions, the pilot making a strike, or a plane handler working on the flight deck, correct weather information is helpful, if not downright vital.

From strategically located weather centrals throughout the world, finished weather maps are sent out to the fleet over the radiophoto circuits. This places in the hands of a carrier's aerologist the finished product of a great mass of data. The collection of this, to say nothing of its plotting and analysis, would be far beyond the means of even a large shore-based aerological unit. With radio facsimile, the finished work of literally hundreds of people culminates in the hands of seagoing aerologists.

ANY FORECAST is only as good as the data on which it is based; the more information, the better the forecast. Prior to the installation of facsimile equipment aboard ships, all weather information had to be copied from the radio teletype and CW circuits. Limited personnel for copying and plotting this data usually limited the accuracy of forecasts. It's a logical assumption that with radiophoto maps available, shipboard forecasts have improved.

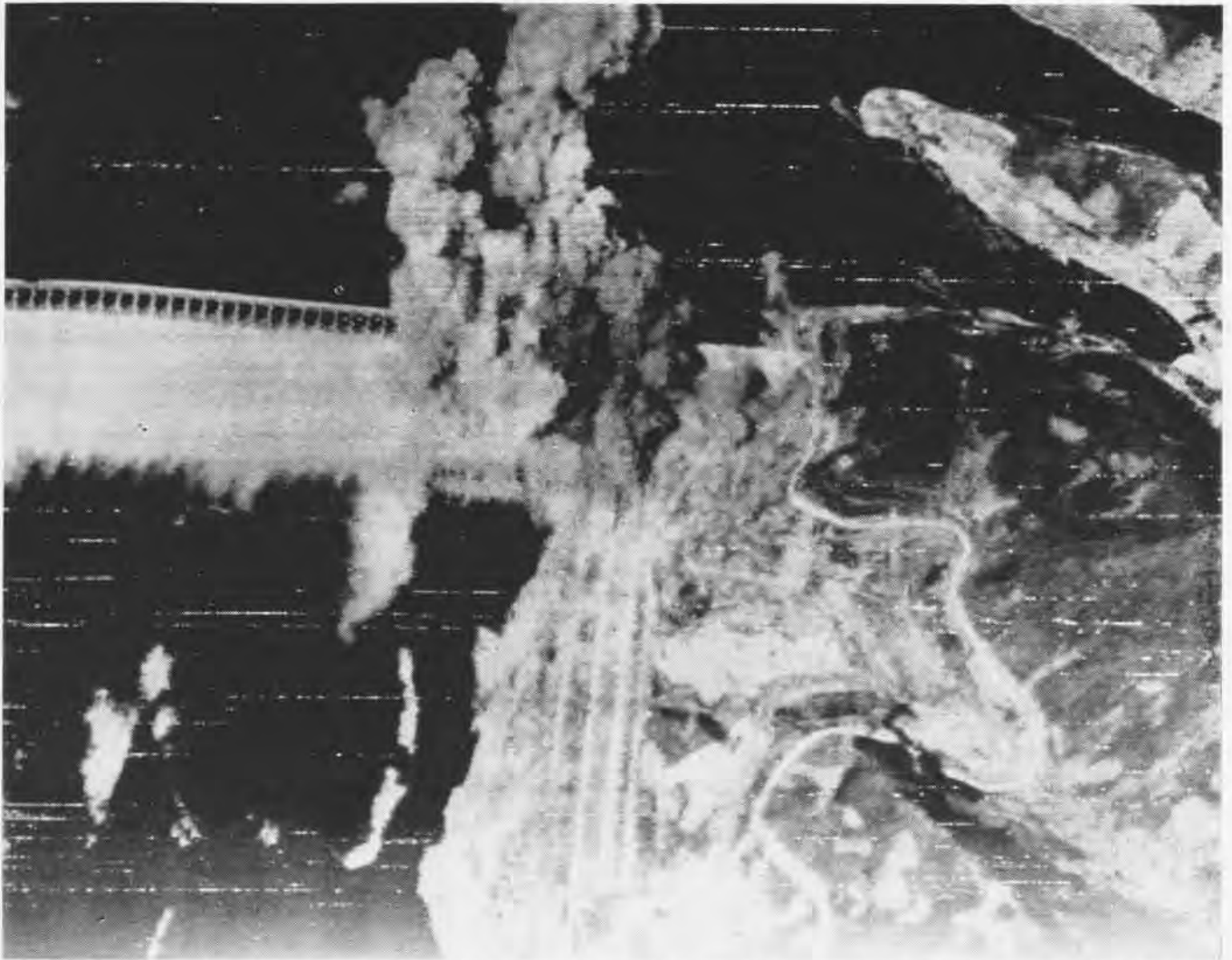
Electronic aids are helpful, but they cannot completely replace man. Even though facsimile has increased accuracy of weather forecasting at sea, an on-the-spot aerologist who knows his business is still needed to make the forecast.

The possibilities of transmitting fully plotted weather maps from various weather centrals throughout the world have been known for a long time. It was not until shortly after World War II that it actually came about starting first



AIR DEFENSE Officer Lt. L. E. Benitez and Battery Officer Ens. R. F. Drake of Oriskany benefit from radiophoto chart briefing with a joint military-Weather Bureau wire facsimile network within the USA. This system connects the major air stations and weather centrals of the Weather Bureau, Navy, Air Force and a few commercial outfits.

Domestic information alone was not enough for a Navy that is operating its ships and aircraft throughout the world. Radiophoto entered the fleet picture at this point,



**SMOKE POURING** from point of bomb's impact on Suibo reservoir and hydroelectric plant clearly shows on this untouched Navy

but did not do it all at once, nor was it a rank newcomer.

The Navy has been experimenting, investigating and testing radiophoto for 32 years, but its fundamental principle was dreamed up by an Englishman, Alexander Bain, back



**AIR OPERATIONS** radiophoto weather forecast by aerologist is discussed by Oriskany's Cdr. P. K. Blesh and Cdr. A. T. Decker

*radiophoto which arrived in the States soon after late June's big raids on these important Communist holdings near the Yalu*

when Tyler was President of the United States.

For facsimile transmission of a picture, it is placed on a rotating cylinder. Then a light beam scans the picture horizontally or vertically along a line 96 times per inch. The beam passing over each portion of the picture reflects light of varying intensity into a photoelectric cell. This in turn varies the voltage output of the cell. The varying voltage is the picture signal which is used as the primary source of modulation for the radio frequency carrier of the transmitter.

On the receiving end, the transmitted signal is demodulated. Voltage variations created by the picture scanning in transmitting operate a recorder in synchronization with the transmitting gear.

**T**WO TYPES of recording devices are used by Navy. In one type, the received signal causes a light beam scanning sensitized photographic film to vary in intensity and expose the film accordingly. When the film is developed prints can be made as from any photographic negative. These prints will be exact reproductions of the photograph at the transmitting end.

The second type, which is used in weather map transmission, employs a stylus and specially sensitized paper. As the stylus moves line by line over the paper, the voltage variation of the received signal causes "burning", or chemical reaction, on the paper which reproduces the original copy of the transmitted weather map on the receiver.



**P**RACTICALLY all Navy radiophoto is done on a frequency shift basis. This is more reliable than most other transmission techniques. As required by the needs of the service, standard telegraph type transmitters are employed sharing time with hand keyed and radio teletype operations. Standard Navy frequency shift keyers are used to shift these transmitters. An adapter which demodulates the normal facsimile signal for application to the frequency shift keyers is the only special equipment needed to apply facsimile to these facilities.

Standard general utility communications receivers are employed at the receiving end of the circuit. Receiver converters of the IF and audio types convert the received signals for facsimile recorder application.

In the late 1920s and again in the late '30s and early '40s, fixed point-to-point and shore-to-ship radiophoto transmitting experiments were conducted, but the first really operational radiophoto facilities were not installed until 1944. In December of that year Washington, San Francisco, Pearl Harbor and Guam were sending and receiving radiophotos. Most traffic was news pictures of the war at sea.

**T**HE FIRST major newsbreak for radiophoto was in February 1945. World War II's most outstanding news photo, the Marine flag raising on Iwo Jima's Mt. Suribachi, was transmitted to the United States over its facilities. The picture was flown to Guam, transmitted to San Francisco by Navy radiophoto, and within hours was in American newspapers throughout the States.

To provide a mobile unit for use in forward areas, the Pearl Harbor installation was moved aboard the USS *Iowa* in March 1945. Most of this unit's traffic was transmitted to Guam for relay to San Francisco; however it established the first direct two-way communication between the States and the fleet operating in Japanese home waters. The now famous surrender pictures taken aboard the USS *Missouri* on 2 September 1945 were Stateside within four hours after Shigumitsu first dipped his pen, thanks to the *Iowa* radiophoto unit sending from the Far East.

Like every military activity at the time, Navy radiophoto was hard hit by demobilization. After a year in the doldrums, it bounced back strong enough to handle about 350 pictures of the Bikini A-bomb tests in June and July 1946. Able Day photos were delivered to San Francisco three hours and one minute after the blast. They even did better with the Baker Day bomb by getting pix to the States in one hour and 44 minutes flat after the explosion.

The world's long distance record for facsimile transmissions is held by Navy radiophoto. Chief Merle M. Long, then an ET1, and Edmund F. Larrabee, RM2, transmitted a picture 10,581 miles from the USS *Burton Island* on the far side of the Antarctic to Washington. Long distance men Long and Larrabee were attached to a mobile unit with CTF 39 during the 1947-48 Antarctic expedition. Regularly scheduled transmission of pictures and weather maps was maintained from the ship.

In addition to the regular schedule from the polar region, this unit helped overcome some of the personnel problems associated with no mail service. Allotments were registered and stopped by radiophoto pictures of standard forms complete with certifying signatures.

A man in the radio-fax business must have triple-threat qualifications. Although his rate as shown on his service jacket will probably be radioman or electronics technician, he is actually a radioman—electronics technician—photographer wrapped up into one two-legged Navy package.



**WEATHER CHART** is removed from recorder by Buck, as Chiefs Barrington and Murphy inspect negative and Gold sets transceiver



**CORSAIR SHOWS** on radiophoto against Korean bomb blast. Grey streaks on picture were caused by radio interference on circuit



**BATTERED KOREAN** port facilities in this radiophoto indicate possibilities of reconnaissance radio facsimile transmissions

Navy radiophoto comes under the cognizance of the Director of Naval Communications. When the Korean War started there were less than 50 officers and men in the entire Navy radiophoto setup. At that time there were fixed installations at Guam, Pearl, San Francisco and Washington as well as two mobile units working out of Washington. Now the numbers both afloat and ashore have increased manifold throughout the world.

Regardless of the current success of Navy radiophoto, its future has not been overlooked. The Navy has been assigned the responsibility for coordinating research and development in this field for the entire National Military Establishment. Some research is being conducted at universities and commercial organizations, but most of it is carried out in Naval laboratories. As an example of one type of research project, Navy radiophoto facilities were utilized by a leading university to make a study of multipath and other conditions effecting naval communications.

**P**LANS ARE being made for using facsimile gear in aircraft, by Marines in the field and for high speed inter-ship service. At the present it takes about 20 minutes to transmit or receive a standard piece of copy. Constant effort is being made to improve facilities to cut down this time.

Navy radiophoto's parent organization, the Naval Communications Service is faced with most conceivable communications problems in support of a world-roaming U. S. Navy. Reliable communication must be maintained with all units no matter how small or how far away they may be. The addition of radiophoto to Navy communication facilities places another powerful weapon in the Navy hands.

Radiophoto's offensive employment such as weather map

transmissions, exchange of reconnaissance information and ships' dispositions are but a small portion of its valuable uses. When rapid exchange of graphic material is essential, radiophoto offers almost limitless possibilities.

The availability of radiophoto could considerably cut down the time necessary to repair damaged ships. A picture of the damage radiophotoed ahead to the shipyard will enable the repair personnel to get the vessel back into operation sooner. Material and equipment needed for repairs can be assembled prior to the ship's arrival.

Another use of Navy radiophoto facilities is the possibility of rapid changes and corrections to technical papers and manuals. By their very nature these are in many cases incapable of description in any manner other than illustration. If regular channels are not fast enough, radiophoto is.

The story of the ungrounding of the helicopters in Korea demonstrates to even the most unimaginative the possibilities of radiophoto as a military communications tool. In just about a half day's time plans and drawings were made and delivered so that engineers on the other side of the world could modify machines. Reception of the drawings 8,500 miles away in a matter of hours allowed the changes to be made. The 'copters were soon back on the job.

Radiophoto is constantly proving its usefulness in connection with the operations of ships and aircraft, and in the administration of personnel. The Navy *is* ships, aircraft and manpower. Radiophoto is an aid to its effectiveness.

Whenever graphic material is needed immediately (if not sooner) by naval units thousands of miles away from its source, radiophoto can get it there. Navy-wide handling of graphic material like dispatch traffic puts the mythological messenger, Mercury, in the slow-poke communicator class.



**ATOM BOMB** blast photos of Bikini Baker Day tests were State-side one hour, 44 minutes after event through Navy radiophoto

facilities. About 350 pictures were handled during the 1946 tests at the Pacific atoll by facsimile for rapid press coverage





# GRAMPAW PETTIBONE

## Wrong Canyon

A formation of two OE-1 aircraft was enroute from Santa Ana, California to Litchfield Park, Arizona. After takeoff, the lead pilot climbed to about 3000 feet and found that he was just under the overcast, so he lowered his altitude a bit and started looking for San Juan Canyon, a pass through the mountains.

Instead he inadvertently turned up Trabuco Canyon, a dead end street, and here's his story of the trouble that followed:

"The flight was uneventful until reaching a point almost through the pass where I realized that what had appeared to be distant clouds were right in front of me and were sealing off the end of the pass. This cloud bank extended from the terrain up to the overcast. As I recall, the possibility of turning around in the canyon was out of the question. I continued into the clouds trying to find a hole through and instead found a mountain on the other side.

"Immediately, I pulled up straight ahead in a steep climb with full throttle and radio for the second plane to do likewise. During this steep climb, partly on instruments, I saw the ground passing very close below my wheels. Just as I broke through the top of the overcast at about 4300 feet, my airspeed was 50 MPH and a stall was imminent. I attempted to do a 180° turn and dive back down the mountain side to regain airspeed, but half way around the turn the aircraft stalled and began losing altitude. I didn't try a conventional recovery from the stall for fear of diving into the mountain side. Instead I tried to lower my flaps to help me recover and had unlocked my shoulder straps and reached for the flap handle when we descended out of the clouds and struck the mountain side.

"I later learned that the other OE-1 had crashed a short distance below my wreck."



### Grampaw Pettibone Says:

Most of these dead end canyon accidents (we have one or two every year) end up with sadder results than occurred here. Although both planes were strikes, the two pilots and their passengers survived with relatively minor injuries—thanks to shoulder harness and safety



Dilbert's tale of canyon small  
Which ended with a mountain wall  
Seems to have given Gramp the shakes—  
His heart's too weak for such mistakes.

belts. The lead pilot did receive a rather deep gash across the bridge of his nose, because he had unlocked his shoulder strap to actuate the flaps.

A change in the position of the flap handle so that it can be actuated without loosening shoulder harness is indicated.

Years ago I read of a pilot who got himself into a fix like this and managed to get out with a whole skin. When he found himself approaching the end of the canyon with insufficient room to turn around, he pulled back on the stick and performed an Immelman, then dove out of the canyon.

The safest bet, however, is to stay out of canyons that are too narrow for a normal 180° turn.

## Dear Grampaw Pettibone:

Several years ago I ran across an article in a now forgotten publication that dealt with the extinguishing of engine fires in flight. The procedure advocated therein appeared to me to be very logical yet it does not agree with the procedures as outlined in *Navy Technical Note No. 4-49*, nor does it agree with pilots' handbooks that I have read. The procedure advocated was as follows:

1. Engine fuel selector valve for affected engine off.
2. Crossfeed, crossover, or any similar means of feeding fuel to affected engine, OFF.
3. Mixture control full rich, increase power output of engine.

4. When engine dies due to fuel starvation, feather prop.

5. Discharge fire extinguisher, if available.

6. Switch OFF, mixture control idle cut-off, cowl flaps open until engine and nacelle cools.

The outstanding feature of the above procedure allows fuel remaining in the lines, carburetor, strainer, etc. to be burned harmlessly in the engine rather than in the nacelle. This procedure presumes that most dangerous engine fires in flight are caused by failure of the fuel lines or carburetor and not by failure of the induction system. The net heat liberated in the nacelle (assuming fuel and not oil is burning) would be much less.

What is wrong with this procedure, Grandpaw? Isn't it better than shoving the mixture control straight to idle cut-off?

One other point concerning engine fires that I hear pilots argue about—Should the cowl flaps be open or closed when the fire is burning?

LCDR, USCG



### Grampaw Pettibone Says:

I think you may have something in the suggestion that it is better to shut the fuel off at the source and thereby let much of the fuel in the carburetor and strainer burn up in the engine. I doubt if much of the fuel in the line could be drawn as I don't think that fuel lines from engine selector valves are vented.

The cowl flaps should be open when the fire is burning. This affords some cooling, whereas with the flaps closed the heat is greater, and the flames tend to hug the contour of the nacelle causing more damage, than if they had been open.

The important points to remember are:

1. Cut off the fuel supply to the burning engine by any means available.
2. Feather the engine or place the prop in high pitch if it cannot be feathered.
3. Ventilate the engine by opening all cooling flaps.
4. Discharge the fire extinguisher.
5. Turn off ignition and electrical switches.

While you are doing this, your co-pilot should be warning all crew members to buckle on their parachutes and get ready to abandon the plane, if necessary.

After all, one of two things is going to happen: either the fire is going to go out, or it's going to be your turn to join the Caterpillar Club. If the latter is the case, don't waste any time debating the jump.



## Flaps, Please

An F9F-2 pilot was cleared for takeoff on a runway that was being used for FCLP. In his haste to get out of the way before the next plane in the landing pattern came around, he neglected to lower his flaps. He was carrying a full load of fuel, including tip tanks. Here's his description of what followed:

"The takeoff roll was normal up to the point where I felt that the plane should take off. However, the plane would not leave the ground. Thinking that perhaps I did not have enough speed for a takeoff with full tip tanks (this was my second experience with them), I allowed the plane to roll on, and then suddenly I knew that the flaps were up. From this time on it was completely a matter of quick decisions. Mine was to remain on the deck, because it appeared to me that I would not get off before the end of the runway and running off the end of the runway with full power did not appeal to me.

"I pulled the throttle back and began riding the brakes. I saw that the plane was not going to stop before the end of the runway, so I locked the brake pedals and turned off the high pressure cock."

The F9F finally stopped—2,000 feet beyond the end of the runway—with major damage. The pilot broke several speed records getting clear of the plane, but fortunately there was no fire. He concludes his statement with the remark, "It is said that the plane will take off without flaps, but it is my firm belief that I would not have been off the ground at the end of the runway. . . . The accident could have been prevented had the check-off list been completed."



### Grampaw Pettibone Says:

This chap was plenty lucky in having lots of clear area at the end of the runway. Just a few days ago I read of an aborted takeoff in an F2H-2 with about the same amount of runway remaining. In this case, however, the plane hit a drainage ditch 225 feet beyond the runway, cartwheeled and burst into flames. The fire was of such intensity that it was impossible to remove the pilot's body until the flames had been brought under control by the crash crew approximately one hour later.

Don't rely on memory. If you do, sooner or later you'll find yourself in trouble. Use the check-off list for every landing and takeoff.

## A Flying Machine

The series of pictures in the adjoining column show that the AD-4 can take plenty of abuse and still stay in the air. This, of course, is no news to those who remember the famous case a couple of years ago of the AD that



took off and climbed to about 200 feet with the wings folded.

This accident occurred during carrier qualification landings. Following the cut the pilot landed in a three point attitude, and the tail hook skipped a couple of wires. As the barriers loomed up ahead, the pilot pulled the stick back in his lap abruptly and the AD ballooned over the barriers. Unfortunately the tail hook caught the top wire of the #3 barrier throwing the plane into the ship's island. After the island crash, the AD struck the deck on the port wheel in a violent skid.

When the pilot saw that he would be unable to stay on the deck, he poured on full power and made a successful flyaway. On orders from the ship, he proceeded to North Island, accompanied by a wingman, and made a landing there without further damage to the plane.

As can be seen in the last photo, approximately five feet of the starboard wing was sheared off. The aileron was torn from its outboard hinge mounting and was hanging at trail.

## Too Close Abeam

A young Ensign made a normal deck takeoff prior to commencing carrier landing qualification in the AD-4. On his first pass, he commenced his turn from a position too close abeam. As he approached the 90° position at approximately 150 feet of altitude and in a right turn, he felt the plane start to settle and added power. The AD stalled to the left, and hit the water before the pilot could effect a recovery.

When the water cleared away and the pilot saw that he was right side up, he unlocked his safety belt and climbed out the port side. More than half the port wing was gone and the fuselage was twisted with a large hole aft of the canopy on the port side. As the plane started to settle, the pilot jumped off the wing and swam toward the helicopter sling.



### Grampaw Pettibone Says:

One reason why insurance companies charge extra hazard premiums to Naval aviators, is that there isn't much margin for error in a good many of the tasks that they must learn. This fellow made a mistake that has cost us a lot of lives and a lot of planes during the years.

He brought his protective helmet back with him and from the looks of it, he probably would have been knocked unconscious on impact had he been without it.

The Accident Board recommended that when practicable during carrier qualifications, an experienced pilot be launched with new pilots to help set the pattern.

# CVE BATAAN 'THREADS THE NEEDLE'



PATH OF LIGHT CARRIER, USS BATAAN, WAS TORTUOUS BETWEEN KOBE AND SHIMONOSEKI, JAPAN

"THREADING THE NEEDLE" at sea is an old sailor's term for navigating a tricky passage. It requires a certain finesse and steadiness on the part of the captain and navigator.

One of the trickiest of these passages is the Inland Sea of Japan. Undoubtedly, Japanese navigators have transited the straits many times, but for U.S. Navy officers the experience is new and beset with thrills.

This exciting voyage was made recently by the carrier USS *Bataan*, which made the trip from Kobe to Sasebo, through the narrow and winding Inland Sea and through the Straits of Shimonoseki. It was the largest Navy man-of-war to make the trip since before World War II.

For the skipper, Capt. H. R. Horney, and the navigator, LCdr. T. R. Wheaton, it meant a continuous watch from 1000 of the 24th of April to 1600 the next day when the ship moored at Sasebo.

Despite the fact that civilian pilots, thoroughly familiar with the waters to be navigated, are furnished, the commanding officer is never without the responsibility for the safety of the ship. He can always countermand the directions given by a civilian pilot. In the Inland Sea, these pilots are almost mandatory because different whistle signals are used when fishing boats are encountered.

The *Bataan*, while not the largest ship in the Navy, was nevertheless built on a cruiser hull and is 600 feet long.

Sweating out the transiting of the *Bataan* through the Kurushima Straits between several small islands came first. So frequent were the changes of course that every one could not be logged, only this, "Maneuvering at various courses to conform to channel."

Several strange aspects are encountered here. At the entrance to Kuru-

shima Straits is the only known traffic light for ocean going vessels. It consists of two signal arms to indicate which one of two very narrow channels to use. There is the huge red neon "stop" sign to indicate another ship in the channel already. Two ships cannot make the passage broadside.

Use of the particular channel is determined by the tide. Ships going with the tide use the middle channel; those moving against it use the western. The *Bataan* was against the tide so used the Nishi Suido, the narrowest part of which was 500 yards wide.

Since islands dot the sea, a steady course is not held very long. In addition, the U.S. Navy heavily mined the Inland Sea. The effectiveness of this mining is still visible in the presence of many wrecks and ship hulks which dot the entire passage.

Passage of the Shimonoseki Straits poses a particular problem because of the shallowness of the water. The average depth is six fathoms, requiring a close watch on the fathometer. These straits are narrow also—500 yards.

Here again, the Shimonoseki Straits furnish a peculiarity. This is the only place in the world, other than the Hudson River, where ocean going vessels can pass over a railroad train!

The Kammon railroad tunnel, connecting the islands of Honshu and Kyushu, passes under here. Both ends of the tunnel were visible to the ship's crew as she made the passage during the daylight hours of this scenic and unusual voyage.

## Two Naval Aviators Honored Harmon Award To Blair, Seiberlich

Of the three 1952 Harmon International Aviation Awards trophies to be given this year, two will go to Naval Aviators.

Trustees of the Clifford B. Harmon trust announced on July 5th that former

Navy pilot, airline Capt. Charles F. Blair, Lt. Carl J. Seiberlich, and Mme. Jacqueline Auriol of France were the three recipients.

Blair was the first person to fly a single engine fighter across the north pole. His specific accomplishment was a "pre-packaged" long range navigating technique for high speed aircraft. It includes celestial navigation and was developed by Blair from his own studies and experience. In preparation for his polar hop he flew his modified F-51 non stop to London, making use of the so-called "jet stream" at the altitude of 37,000 ft. to set the current unofficial Trans-Atlantic speed record of 7 hrs. 48 min.

Seiberlich, formerly of NAS LAKEHURST, now stationed at the Naval Air Basic Training Command, Pensacola, Florida, conceived, developed and tested a pilot technique for towing underwater bodies while piloting Navy airships at low altitudes, at night, in turbulent air and under conditions of limited ceiling and visibility.

Jacqueline Auriol, daughter-in-law of the President of France, set the international speed record for women over a 100 kilometer closed course of 509 mph in a modified French built jet fighter.

Presentations to the Aviator, Aviatrix and Aeronaut will be made by the President at the White House in the fall.

Founded in 1926, the awards were designed to honor the Lafayette Escadrille of World War I. They are the highest honors given to individual pilots.

Advisory Committee members were: P. Hodges Comber, Col. Edwin E. Aldrin, Harry A. Bruno, Jacqueline Cochran, Maj. Alexander P. deSeversky, Lt. Gen. James H. Doolittle, William R. Enyart, Maj. Lester D. Gardner, VAdm. Emory S. Land, VAdm. C. E. Rosendahl, Col. David C. Schilling, Gen. Carl A. Spaatz, Col. Ansel E. Talbert and Frederick B. Bode.



THIS inspection they like. Miss VP-731, Mae Entwistle, squares away Olney, at 'Dago'



# T H E W A R



## Postman's Holiday

Some of the pilots of VF-112 are spending their rest and rehabilitation leave in an unusual way. When the *Philippine Sea* is in port in Yokosuka, they have attached themselves to Army or Marine units on the front lines in Korea and lived the life of infantrymen. This first hand knowledge is proving valuable in close air support work.

Two pilots, Lt. H. P. Conroy and Lt. (jg) J. H. Scott, recently spent four days at the front with an infantry division. They developed a tremendous respect for the gravel crunchers after sweating out a few rounds of artillery and observing at painfully close range how rocky a Korean hill can be.

Army pilots flew Conroy and Scott on artillery adjusting missions over the enemy lines in slow unarmed L-19 observation planes. Dodging flak in the L-19's was a nerve-wracking experience for the *Panther* jet pilots accustomed to operating at considerably higher speeds.

Two other VF-112 pilots, Lt. (jg) W. A. Warde and Lt. (jg) M. R. Fallon, had similar experiences while climbing hills with a Tactical Air Control party. But instead of flying in L-19's, the visitors flat-hatted over the Chinese positions with an air controller in a T-6, the AF version of Navy's SNJ.

All hands returned to the ship as honorary members of at least one infantry division, complete with shoulder patch. There are a lot of double takes among *Phil Sea* crew members when

they see a pilot wearing a National Guard shoulder patch on his flight jacket aboard an aircraft carrier far at sea.

Flight leaders from Marine squadrons in Korea have joined the "gravel crunchers" to get the groundmen's eye view of the enemy. They'll spend several days in the First MarDiv's front line positions, and will get additional close-ups of the Reds from liaison planes.

Marine Corps schools call this "terrain appreciation." Front line Marines know it means more and closer air support for the infantrymen.

## The Centurions

A new organization, the Century Club, was formed on the *Bairoko* recently when three pilots of VMA-312 flew their 100th combat missions of the Korean war together.

Capt. Paul L. Hitchcock, Capt. Beryl B. Sessions and Capt. Robert R. Tabler had juggled their flight schedules the last few days so they could have this "century" hop together. They were joined by Lt. Timothy J. Keane, the squadron's 150-mission pilot. The quarter first hit a vital rail bridge on which Tabler and Sessions got direct hits with 100-pound bombs. Two spans of the bridge were demolished. Rail yards next caught the eyes of these old hands and rocket fire destroyed two rail cars and damaged three others, plus a nearby building.

With just machine gun ammunition left, strafing runs were run against a

gun emplacement and enemy troops, killing several of them.

A chapter was added to naval aviation history when Lt. Charles A. Hooper of VC-61 flew his 100th aerial photo mission over enemy territory. Hooper is believed to be the first Navy pilot to accomplish this feat in a jet aircraft.

The mission was launched from the USS *Valley Forge*.

## In Cold Water

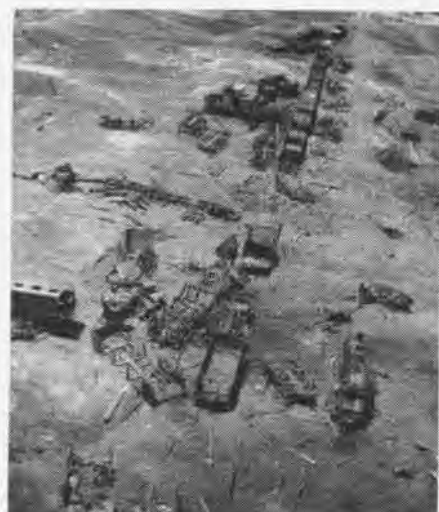
Thanks to the Navy's efficient rescue system Ens. Eugene Bernard is around to tell his shipmates aboard the *Philippine Sea* about his rugged adventure.

Ens. Bernard was flying a rail-cutting mission in the vicinity of Hungnam when his *Corsair* was hit by anti-aircraft fire. Blinded by oil from a broken line and with three bullet holes in his cockpit, he relied on instruments and the instructions of his wingman, Ens. Robert Kelley, to direct him to a point within range of a helicopter rescue.

Losing power and altitude, Bernard finally reached the coast and made a water landing in Wonsan Bay. He climbed into his raft to await the 'copter while Kelley flew protective cover. Within 30 minutes after the landing a helicopter from the *Philippine Sea* arrived and snatched the downed pilot from the near freezing water.

Bernard has special praise for his survival suit which enabled him to keep dry even in the rough sea. It was the major factor in his staying alive.





**INTERDICTION** is the bread and butter of carrier-based aircraft. By far the most common target is communications, especially railroads with their bridges. Because repairs are made quickly, frequent raids are mandatory, as on temporary bridge in first picture

## A Gay Array

The commander of Marine Air Group 12 in Korea, Col. Luther Moore, cocked a skeptical eye at the flying scarfs offered him in recent weeks.

With tongue in cheek the colonel remarked that scarfs are like rope, "give a man enough and he'll hang himself."

At least 18 feet of brightly colored scarfs have been presented the CO by his three Marine Reserve fighter squadron leaders.

More unusual than the scarfs is the fact that all of the fighter units are commanded by Reserves. This is the first time a Marine Air Group has had such a Reserve record in the Korean action.



**SCARF** snatched by Commies—Marine Checkboard squadron pilot Smart sports new one

Col. Moore said that "they have lots of spirit, as evidenced by their colorful and distinctive scarfs."

LCol. Robert L. Bryson, commanding the *Tigercats*, presented his CO with a scarf which approximates the tawny fur of a tiger. Skipper LCol. Richard Blume represented the *Deathrattlers* and profffered a scarf designed to resemble a tri-

angled rattlesnake skin. The leader of the *Flying Nightmares*, LCol. John Burnett, handed the colonel a blue neckpiece on which is emblazoned the moon and stars. This is in keeping with the *Nightmares'* assigned mission of night-flying.

After receiving his gifts, Col. Moore was faced with a problem—which one to wear? He decided on a compromise and now wears a neutral colored white scarf.

## After-Dark Operations

Around-the-clock Marine helicopter taxi service accounts, in part, for the low mortality among Korean casualties. A summary of front line casualty operations, prepared by VMO-6, indicates this.

The report shows an increase in after-dark operations. VMO-6 airlifted 36 wounded infantrymen during the long nights of January and February. Only 39 night evacuations had been attempted in the eleven months preceding.

Since August 1950, the squadron's "choppers" and light observation planes have made 3,150 casualty evacuations.



**ALTHOUGH** just a shade under a half century, MSgt. Woolley still flies Korea supply 'copters

They have picked up 22 pilots downed behind enemy lines and 70 others from inside UN lines. Many of these rescues were executed in otherwise inaccessible terrain.

Record for a single night's operations was established in January when VMO-6 pilots flew three casualty missions.

## Wants Blanket In Helicopter

"Start a fund to buy a blanket for the helicopter," was the reaction of Lt. Don Berner after being plucked from frigid Korean waters.

Berner, a pilot in VF-114 operating from the USS *Philippine Sea* was on his way back to the ship when his engine started sputtering. He began a descent to break through the cloud layer.

He broke out at 2,500 feet and headed into the wind for ditching. As the plane hit he blacked out, but came to before the plane had settled.

He scrambled out and was soon picked up by the helicopter of the ship.

## What's In a Name?

The First Marine Aircraft Wing in Korea has a "flyboy" on its roster who is not a pilot.

The duties of Sgt. Robert T. Fly seldom take him aloft. He's a radar repairman.

## Flying 'Chief' Redeye

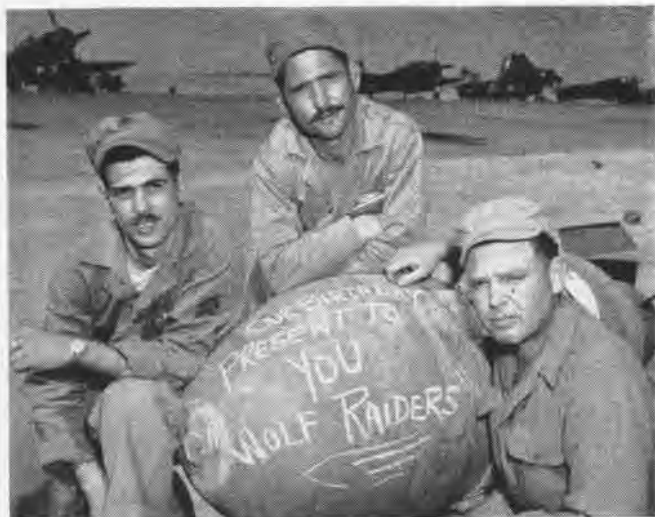
Aboard the *Boxer* is a pilot who recorded a "first" when he completed his one thousandth landing. It is Lt. Nicholas Redeye, known as "Chief."

Chief Redeye is a full-blooded Cayuga Indian and is now the first Indian pilot to make 1,000 landings aboard an aircraft carrier.

Redeye established his record when returning from a combat mission over



**REACTION** of Lt. Dan Berner to rescue after ditching in cold sea waters off Korea was that fund for helicopter blanket be started



**MARINES** at forward airbase send their birthday greetings via bomb to the Commies; l. to r., Cpl. Cerone, MSgt. Dobbi, MSgt. Crawford

North Korea. He and three other pilots from VA-65 flew *Skyraider* attack bombers in a strike against a group of Communist barracks. Lt. Redeye scored two bomb hits.

Lt. Redeye is an old hand at carrier flying. He flew torpedo bombers during WW II, first from the *Intrepid* and then from the escort carrier *Hoggatt Bay*. During this time he earned three Air Medals and a Navy Unit Citation.

The "Chief" returned to active duty in October 1951 and came aboard the "Busy Bee" with CVG-2.

Redeye's landings contribute to the *Boxer's* record — 54,000 planes have landed on her decks.

### 'Sea Bat' Blues

Flying discs will mean nothing to members of VF-63 aboard the *Boxer*, since they saw their first "Sea Bat" recently.

One sailor, hearing the tales of the unusual bird "that looked like a cross between a sea gull and a bat," hurried to a remote part of the hangar deck. Grouped about a crude cage, constructed from old packing cases and wire screening, were three sailors. All were peering into the dark interior of the cage and making audible exclamations.

The curious sailor approached the cage, not noticing that two sailors were busily sweeping the deck nearby. When he bent over to look into the cage, the two broom-wielding sailors sprung into action against the curious "bird watcher's" posterior. Like a Greek chorus the spectators and broom-swinging sailors shouted, "Sea Bat!"

The now initiated but surprised sailor was handed the broom to use on the next victim of the hoax. He was heard to exclaim that it felt like a bat, "a baseball bat."

### 'Copter Capers

Whirlybirds continue to make news and friends. The 'copter outfit based aboard the LST-799 off Wonsan harbor was the hero of four recent pilot rescues.

The quartet of dunked, but happy, pilots included LCdr. Cook Cleland, skipper of NAS AKRON's VF-653 flying from the *Valley Forge*. Others were Lt. G. W. Nichols, Ens. Freeman L. Lofton and Ens. Robert N. Hansen.

As a certain female TV star says, "It's a small world"—Hansen and Lt. Thurmond E. Houston, CO of the 799, are both from Fresno, Calif.

Marine 'copters have been busy too. Recently, like the dauntless postmen keeping their appointed rounds, HMR-161 battled rain and hail to airlift a full battalion of ROK Marines into the lines. The job took two hours and five minutes to complete, but the day before when they didn't have to buck weather HMR-161 did a similar job in one hour, 50 minutes.

Even the North Koreans have the word on the whirlybirds. A severely wounded Commie PW requested evacuation to a rear area hospital by "the machine that can climb over moun-

tains." He got his wish.

In the best of outfits, there's always some so-n-so who doesn't get the word such as one Marine replacement sergeant. He almost knocked himself out trying to warn a 'copter pilot that "his machine was on fire." Actually it was perfectly OK—just spraying the area with DDT.

### Gas Tank Blues

He felt the slug's impact as it tore into his *Corsair*. Smoke briefly filled the cockpit. He worried a bit, but VF-114's Lt. (jg) Roger Carlquist was slowed only momentarily by the .50 cal. armor-piercing bullet that exploded in his gas tank. He continued on the strike near Hambung.

A check made later back aboard the *Philippine Sea* revealed that the Communist bullet expended itself in the fuel tank without doing serious damage. The angle of penetration indicated the slug would have hit the cockpit had it continued on.

The taciturn Carlquist commented that he'd been hit four times before by enemy groundfire, but this was the first time he'd been "really worried."



**TYPICAL** of work done by small ships is that of LST 799 whose operations locale is busy and dangerous—Wonsan Harbor where many a pilot is picked up by the LST's helicopter





**ANOTHER** Marine checkerboard pilot, Capt. James McDaniel, inspects bullet hole his plane received during strike against supply lines



**YEOMAN** third class Jesse Elledge of the carrier *USS Philippine Sea* received 30 delayed letters from his stateside wife all in one day

### The Show Must Go On

Lt. Paul A. Hayek, a *Panther* pilot aboard the *USS Valley Forge*, lived up to the tradition of the theater that the "show must go on."

On an air strike near Hungnam, Hayek's plane was shot up so badly that he was just able to make it back to an emergency field on friendly territory.

Back aboard the carrier, preparations were underway for a floor show in support of the Navy Relief drive—with Hayek the master-of-ceremonies!

The carrier dispatched a helicopter, Hayek was picked up and he went on as scheduled, an hour later.

### Fair Warning

When Marine pilot Capt. Antonio Granados received mail from home, there was an enclosed news clipping that was very familiar to the flyer. His wife sent him a picture of a crashed plane aboard an aircraft carrier in Korean waters.

The photo, serviced nationally to newspapers by AP Wirephoto, was accompanied by a warning, "I saw this

picture of a *Checkerboard* squadron plane crashed upside down on your carrier. Honey, please be careful."

One warning was not enough. The next letter that the captain opened was from a business associate. Out fell the familiar photo with this note, "I saw a picture of a plane crashed on your carrier. Let this be a lesson to you!"

What neither of them knew was that Granados had been the pilot of the plane. He was returning from his 55th mission when he crashed his plane into the barrier on the deck, causing the aircraft to turn over on its back.

Despite the severity of the accident, Granados escaped uninjured and has since flown 26 missions. He has refused a desk job to continue flying with his squadron.

### Who Had The Letters?

The morale of Yeoman Third Class Jesse G. Elledge of the carrier *Philippine Sea* had begun to sag. He hadn't heard from his wife for two months and she usually wrote often.

Then he received thirty letters in one day.

When he first became concerned, the

ship sent a fruitless letter of inquiry to the Fleet Post Office in Yokosuka, which handles the overseas mail. At the time the ship was operating off the east coast of Korea.

As soon as the ship made port, Elledge called his wife by Trans-Pacific telephone. All was well and she was writing almost every day.

Then he hit the jackpot.

The mystery will probably never be solved, although many efforts were made by the American Red Cross, Skipper Capt. Allen Smith, Jr., and Elledge to discover the bottleneck.

### Point of View

Plane handler Paul L. Snyder, AA, was moving a *Panther* jet to the *USS Princeton's* deck-edge elevator when he was caught in the blast of an idling jet and swept into the sea. Immediately, a helicopter was dispatched to his rescue.

Lt. Bruce Ambler and his crewman, C. B. Todd, AD3, maneuvered their 'copter over Snyder and soon had him safely back aboard. When informed later that the whole business took less than three minutes, Snyder remarked, "It seemed a lot longer to me."

### Smoke That Cigarette

One Marine is sure that present-day warfare is much improved by the niceties of modern conveniences.

Capt. Charles F. Collins muses, "This is probably the only war in history in which a fighter pilot can bomb tar out of an enemy position and light a cigarette at the same time."

The captain flies an attack plane with the First Marine Aircraft Wing in Korea. He is attached to the *Wolfraider* squadron. The aircraft is equipped with a cigarette lighter, conveniently placed on the instrument panel. Ash trays, of course, are standard equipment.



**CAPT. D. J. SULLIVAN** takes time off to personally give the "go" signal to the 12,000th plane to be launched from his carrier's decks, the *USS Boxer*. Ens. Hadtke pilots F9F





'THANKS PAL' were words of 2nd Lt. McGee to TSgt. Owen who packed parachute McGee used when his plane was disabled by AA



THEY celebrated promotions to Lt. (jg) by making an all-Ensign air strike. Names of USS Valley Forge pilots are on blackboard

## Seeing-Eye Escorts

If he should ever want to tell his grandchildren a hair-raising sea story, Lt. (jg) Wallace R. Carter of CVG-11 staff, has one ready after his recent flight in an F9F Panther jet off the USS *Philippine Sea*.

Carter, who flies his combat missions with VF-112, was struck with shrapnel and pieces of plexiglas, and he was completely blinded for half a minute. He wiped enough blood from one eye to see the instrument panel. Fortunately the airplane had remained in fairly level flight, and he found he could see just enough of the instruments to keep the plane under control.

He turned towards friendly territory and was intercepted by Lt. (jg) Robair F. Mohrhardt and Lt. (jg) James H. Scott of VF-112 who had been vectored to him by CIC on the *Phil Sea*.

These pilots then talked him through more than 100 miles of enemy territory until an airfield in South Korea was reached. Then, even though Carter could not see outside the cockpit, he was directed to a safe landing by his mates who called the signals perfectly.

Ground personnel at the field said Lt. Carter's face looked as though it had caught the full blast of a shot gun and called the incident the most amazing demonstration of precision teamwork they had ever seen.

## Long on Paddles

Speaking of rotation, how would you like to be a landing signal officer for 69 consecutive months? That's nearly six years, mate, and on 10 different carriers.

Capt. Wilbourn Waller, USMC, now with the Marine *Checkerboard* squadron on the *Bairoko*, off Korea, has done just that. Besides his paddle-wielding

activities, Waller has found time to fly 25 combat missions too.

He began his record stretch of LSO duties in June, 1946, when he reported for LSO training at Cecil Field, Fla. He served on the *Ranger*, *Wright* and *Saipan* while a student at the Carrier Qualification Training Unit.

Assigned to the Fleet Marine Force with VMF-115, he followed his squadron aboard the carriers *Valley Forge*, *Boxer*, *Princeton* and *Rendova*. Came the war and he went with VMF-323 aboard the *Sicily*, then switched to VMF-212 aboard the *Rendova* and *Badoeng Strait*. His last carrier-hop was aboard the *Bairoko* with VMF-312.

## All-Ensign Air Strike

Eight Ensigns celebrated their promotion to Lieutenant, junior grade, in a novel fashion.

They staged their own air strike against the enemy the day before "making their numbers."

All members of Fighter Squadron



BOMB load equal to that of B-17 is toted by the carrier based Douglas AD Skyraider

194 aboard the USS *Valley Forge*, they became "Kings For a Day."

They planned their attack and followed a chosen flight leader in their Douglas *Skyraiders*, each carrying 4,000 pounds of bombs. They plastered railroad tracks, bridges and other targets. Ens. Charles Brown led the attack, with Stan Broughton, Joe Molnar, Ken Wittman, Joe Akagi, Dean Hofferth, Robert Miller and Frank Melton following.

## Artistic Aviators

For Lt. John Carros, jet pilot aboard the *Valley Forge*, a relaxing change from flying is painting in oils.



NAVY air installations were open to public in Japan on Armed Forces Day this year

While Lt. Carros works on an oil, his room-mate, Lt. Paul Hayek, is on hand to watch the progress.

Pilot Hayek has an artistic ship-board hobby of metal tooling. Lt. Hayek hand tools thin metals; his specialty is embossing copper.

Both flyers are members of VF-52 and are now engaged in bombing enemy railroad lines in northern Korea.

# USS BOXER PROVES HERSELF A CHAMPION



**CORSAIR** fighter-bombers return from a combat mission and circle the carrier while Panther jets are being launched. Rescue helicopter which saved many pilots after dunking, hovers over the Boxer



This is the fifth in a series of brief carrier histories and takes the USS Boxer through her second combat tour in the Korean conflict. An article on her 1952 exploits will appear in September issue of *NANews*.



**T**HE BOXER has lived up to her name. With some of the fanciest roadwork any fighter ever engaged in before a major bout, the big carrier distinguished herself for speed, staying power and carrying capacity in July 1950 when just those qualities were urgently needed.

At the beginning of the Korean hostilities, the *Boxer* had just returned from a six-months good-will tour in the West Pacific for a scheduled yard overhaul. But supplies and men were now urgently needed in the Far East. Working around the clock, the *Boxer* embarked 145 F-51 *Mustangs* and six L-5 observation planes for the Air Force as well as 19 naval aircraft, 1012 passengers and approximately 2000 tons of cargo.

Departing Alameda 14 July, the *Boxer*, with orders to proceed at best sustained speed, reached Yokosuka, Japan, in record time—just eight days and 16 hours. On her return, she broke her own record.

**T**HE LINE of the *Boxer* begins 140 years ago in an appropriately American way—with overseas ancestry. During the War of 1812, the United States captured a British man-of-war bearing that name. The first U. S.-built *Boxer* was a 470-ton brig built in Connecticut and launched in May 1815.

Since then and up to the present ship, CV-21, there have been three ships of the name, a schooner, an iron sidewheel steamer, and a brigantine built as a training ship in 1905.

The USS *Boxer* (CV-21) is the thirteenth of the *Essex*-class carriers. She was launched 14 December at Newport News, Va., and commissioned 16 April 1945 at Norfolk.

In September 1945, the *Boxer* relieved the USS *Antietam* as a unit of Task Force 72, operating in the Yellow Sea, to cover our occupation of China and Korea. From 11 October to 1 November, the *Boxer* was used as home base for CVG-93 pilots who were participating in "show of force" flights covering our occupation forces in the areas of T'singtao, Taku, Tiensin, Chinwangtao and T'ang-shan—the North China coast from the Great Wall south to Taku.

Early in 1950, the *Boxer* was back again in the Far East on a similar mission. Adm. Forrest Sherman, CNO, was determined that the Navy must be ready for a shooting war. He ordered the Seventh Fleet, particularly in its airpower, to be strengthened and sent it on a show-the-flag parade. Adm.

Arthur W. Radford, Pacific Fleet commander, enthusiastically concurred.

No sooner said than done—the *Boxer* was ready in nine days. Capt. John B. Moss had to accomplish everything quickly: 400 members of his crew whose enlistments were due to expire had to be replaced; old aircraft had to be off-loaded, new types put aboard, and hundreds of stores procured and stowed. Again and again the *Boxer* was to be pushed for time.

It was later to prove dramatically appropriate that the *Boxer* which had engaged in a show-of-strength aftermath to hostilities in 1945 should step into that role once again in what proved to be a prelude to hostilities in Korea.

The *Boxer* with her escorts set out at once on a long tour which included Hong Kong, Manila, Singapore, Indo-China and Yokosuka. On 5 April, the most significant stop was made—Inchon Harbor, Korea—though its significance had to be lighted up by later events. There President Syngman Rhee made the visitors welcome: "You are our friends. Come again, come often and stay longer."

**T**WO MONTHS, 19 days later, the *Boxer*, now under the command of Capt. Cameron Briggs, was back, this time with the weapons so desperately needed to hold Pusan. It was on this trip that the *Boxer* made a carrier speed record of crossing the Pacific. In September, the *Boxer* was back again for the rendezvous at Inchon. She had a time getting there, sparring for three days with Typhoon *Kezia*.

But the *Boxer* finally made Sasebo late the evening of the 14th for a brief refueling stop, then raced for her appointment and made it on time! At noon D-Day, September 15, the *Boxer* with Air Group Two was part of the might of Task Force 77 supporting the Inchon landings.

Launching her first strike, even before joining the formation, the *Boxer* stepped out in fighting trim to deliver her quota of lethal loads on the defenses of Inchon and bombarded enemy reinforcements on the road to Seoul.

Throughout the next two weeks, the *Boxer* was a free-wheeling warrior, knocking out bridges, railroads, vehicles, and making strikes on all manner of Red-held targets.

On 15 October, for the first time since World War II, four fast carriers—the *Valley Forge*, the *Philippine Sea*, the





ADM. H. M. Martin, Commander Seventh Fleet (center), confers with LCdr. A. Y. Sturdivant (left) and Cdr. J. M. Connol, ACI



PANTHERS have packed a real punch in the air offensive. Here a line of the F9F's is being fueled in preparation for a strike



LT. JOHN H. Toler shows three other pilots their next targets on a grid-map aboard the USS Boxer during operations off Korea



LT. R. D. Vanasse and R. L. Fields, plane captain, stand on the wing to congratulate each other on 120th mission of their P4U

*Boxer* and the *Leyte*—were sailing together. The big event was signallized by administering a heavy drubbing to the enemy. In the all-out offensive, 392 planes were dishing it out over 6,000 square miles of territory.

Early in November with the race for the Yalu River in full progress, the *Boxer* was released from her support role to return to the United States for her long overdue overhaul. The *Busy Bee* was heralded as the first carrier to return from the Korean War, and her welcome was one of the warmest. But her stay home was not for long—the Chinese Communists had entered the war; so all work was speeded up to ready the *Boxer* for a return bout.

On 26 March 1951, she once again joined TF-77. She was greeted with unconcealed joy on the part of the *Valley Forge* whose relief she was.

The *Boxer* brought with her "the modern Minute Men," Air Group 101, the first all-Reserve air group to go into battle in the Korean conflict. The Reserve squadrons came from the Naval air stations at Glenview, Dallas, Olathe and Memphis. Bad weather jinxed operations for the first three days with the Task Force, but beginning the 30th, a full schedule was in order—close air support, recco, strikes against railroads and bridges, CAP, anti-submarine patrols and gunfire spotting.

After topping off on the afternoon of 8 April, the Task Force proceeded south for special air operations off Formosa designed to remind the Chinese Reds that a formidable naval force was within striking distance.

With only brief rest periods between rounds, the *Boxer* continued to deliver telling and staggering blows on her Communist opponents. She came out of her corner to counter the Communist spring offensive. Dropping thousands of frag bombs and expending millions of bullets as well as bombs and rockets, the *Boxer* delivered punches that helped to send the enemy reeling.

Just after the middle of June and a short rest between rounds, the *Boxer* took advantage of fine flying weather in air support operations; flights were cancelled only one night.

WITH JULY came a special opportunity. CTF-77 had planned special fireworks for the Fourth of July for the North Koreans and the Chinese Communist forces at Wonsan, but it had to be postponed until 6 July. Delay did not affect its deadliness and the drubbing reduced the usefulness of Wonsan to the enemy.

During late July and August, the *Boxer* was back "on the line" delivering hammer blows in support of the U.N. ground forces in Korea.

September was a "rolling stock and bridge breaking" month. Track breaking at intervals of about one mile over-taxed the ability of the Communist forces to repair them. It was a great outdoor sport.

The blood appeal was answered by the *Boxer* in strength twice. On 2 October 1951, just before she returned to the States, 2,377 pints of blood were collected with an additional 400 pints pledged. Previously, during the overhaul period, a response by the same high percentage of the crew to an appeal for blood made them the greatest single group of donors on record.

The next day the *Boxer* set out for Japan and from thence to points east, arriving in San Diego on 24 October 1951. Such a large number of families were on hand, including the more than 100 children born to *Boxer* families who were there to meet their fathers, that special bleachers had been erected.

It was a great day for a great carrier. Swift, ready, eager, willing, the *Boxer* had carried the battle to the enemy. In valor, she had proved herself a worthy champion of the Fleet.



# NAVY HITS KOREAN POWER PLANTS

NAVY PLANES from the carriers *Boxer*, *Princeton*, *Philippine Sea* and *Bon Homme Richard* combined forces with USAF planes and roared over North Korea to take part in the biggest field day of the conflict. Their targets were several vital and previously untouched hydro-electric power plants. None of these targets had been hit before in almost two years since hostilities broke out.

More than 230 Navy planes from CTF-77 were sent into the raid against the key power plants. The Navy-USAF forces delivered the most crushing blows of the war.

The attack on the first day seemed to come as a complete surprise to the enemy. Over 100 USAF F-86 *Sabrejets* flew patrol high over the principal target area, the huge plant at Suiho on the Yalu River, defending the Navy prop planes against enemy air attack.

About 36 *Skyraiders* and a like number of *Panther* jets from the *Boxer*, *Philippine Sea* and *Princeton* swarmed over the Yalu plant. The AD's poured 90 tons of high explosives into the large powerhouse and transformer stations. They were preceded by flak-suppressing *Panthers*. The pilots described the anti-aircraft fire as "rough" when the jets first went in, but after they made their runs, there was nothing.

The raiders were favored by the weather. In their approach, they swept out of cloud banks into perfectly clear weather over the target. After completing the attack, they moved back into the clouds as more than 120 USAF F-84 *Thunderjets* assumed the offensive. The attack left the huge plant looking like rubble.

In the area north of Tancon near the

east coast more than 70 *Corsairs*, *Skyraiders* and jets from the *Boxer*, *Princeton* and *Bon Homme Richard* hit the power plants at Kyosen. *Corsairs* featured this raid with only a half-dozen AD's and 11 jets included in the flight.

The transformer station and electric gallery were destroyed with numerous 1000-pound bomb hits. As the planes left the area, fliers noticed that cherry red flames were shooting out of all the windows in the electric gallery.

Destruction was also poured on the power plants at Fusen, north of Hamhung and southeast of the Chosen Reservoir, by approximately 90 *Skyraiders*, *Corsairs* and *Panthers* from the *Bon Homme Richard* and *Philippine Sea*. Prop planes from the *Bonnie Dick* caved in the roof of one power house and also demolished the transformer yard. The carrier's jets were credited with more than a dozen 250-pound bomb hits in the transformer area.

The blast continued on the next day. Navy planes followed up the crushing blows which short-circuited well over half of Red Korea's power with a second group of raids on the Kyosen and Fusen power plants. Since the huge plant at Suiho was almost totally demolished in the first strike, it was not included in the day's activities.

Jet *Panthers* from the *Bonnie Dick* screamed in over one plant in the Kyosen hydro-electric complex to suppress any possible AA fire. Following the jets, *Corsairs* and *Skyraiders* pounded the installation with their 1500 and 500-pound bomb loads. As the planes dumped their bomb loads, everything seemed to disappear in smoke. No further activity was seen in the area.

Pilots from the *Busy Bee* carrier struck against another Kyosen plant causing further terrible damage and destruction. The heavy flak in the area was described by one pilot as being similar to "flying down an incinerator."

Afternoon strikes from the *Boxer*, though hindered by rain squalls and intense flak, finished off the few remaining installations in the Kyosen complex. A jet photo pilot, Lt. (jg) F. W. Smith, who flew over the area later, reported that it looked like a rectangular gulf of fire with huge blurbs of flame bursting out of the smoke and water hurtling from the ruptured penstocks.

*Princeton* fliers concentrated on power facilities in the Fusen complex. On their first runs, the jets strafed to suppress intense flak. Red defenders, remembering the crippling blows from the day before, fought back viciously. Then AD's came in, unloading their two-and-a-half ton loads right into the target area. Divisions of *Corsairs* followed, dropping more bombs into the flaming wreckage.

On the following day, the second anniversary of the outbreak of the Korean conflict, the compilation of destruction wrought against the enemy's military potential showed that seven of the nine large power plants hit were destroyed. The other two were severely damaged and left virtually useless. A total of 45 miscellaneous buildings were demolished, while 33 other buildings and nine transformer stations were heavily damaged. Six menacing gun positions were listed as destroyed with 26 of the AA batteries damaged and 15 others silenced.

Commander 7th Fleet, VAdm. J. J. Clark, received this message from LGen. Glen E. Barcus, ComGen Fifth Air Force, "My hat's off to the Navy for a terrific job. We must get together again some time."



PILOTS taking the course at the Fleet All Weather Training Unit, Pacific, are destined to do their night intercept work over Korea.



Before reaching there Lt. Richter briefs them on topographic maps of the area. Before a mission they wear red adaptation glasses.

# CAA SCHOOLS NAVY CONTROLLERS



LT. (JG) HOMAN, Lt. Tarwater, Lts. (jg) Hester and Daniels work airport mock-up for practical control tower operating practice at Oklahoma City CAA school.

TRANSPAC flights putting into Midway Island will be guided into the gooney bird haven by four recently-arrived Naval officers. This quartet was the first Navy contingent to graduate from the Civil Aeronautics Administration Air Traffic Control School at Oklahoma City. They've now relieved the CAA personnel formerly handling air route traffic controller duties at Midway.

Lt. Jack C. Tarwater and Lts. (jg) Charles L. Daniels, Leo C. Hester and Bertie G. Homan were enroute to the West Coast for overseas duty when word reached them of assignment to the CAA school. For whipping the tough ten-week course in less than nine, the school's director gave them a special commendation.

Since all were Naval Aviators, air route traffic, airport and approach control techniques were not a complete mystery to the four. However there's a big difference in perspective between a cockpit and a control tower or control center. It all depends on where one sits.

Emphasis was placed on practical on-the-job training at the CAA school. For example, the application of air route traffic control procedures was taught by using a full size mock-up of the Ft. Worth, Texas Center.

Neophyte controllers were stationed at flight progress boards to handle traffic problems set up in advance by instructors. Other trainees, assigned to a remote room, fed communications to the "center." First problems were relatively simple, but by the end of the course the new Midway controllers were handling complex situations involving large numbers of "aircraft" operating in heavy weather conditions.



NEW MIDWAY Island controllers gain experience on duplicated Ft. Worth air traffic center.

A replica tower cab containing all regular equipment was used for practical instruction in control tower operation. A scale model of Okie City's WILL ROGERS FIELD equipped with remote controlled airport lighting and a tetrahedron was also used. Several trainees acted as tower operators while others stationed around the table acted as pilots flying in the vicinity of the airport.

All allied subjects were thoroughly worked over during the course in the same practical way. Among those covered were communications, weather, navigation aids and radio procedures, air traffic rules and radar phraseologies.

The next time you're in the vicinity of Midway check the tower. You'll find Messrs. Tarwater, Daniels, Hester or Homan at your service.

● NAAS CABANISS—Scoring 450 hits on a banner target out of 1691 rounds fired, Flight 27 of VF-ATU-2 qualified for an "E" in gunnery. Overall average was 22.49%.

## Sound Problems on Flattop Bureaus Study Noise-Created Heat

Carrier primary fly control, navigating bridge and catapult area personnel may soon *really* become hotter than they *think* they are. New jet planes equipped with afterburners are on the way. Medicos are of the opinion that afterburners may raise temperatures all around the deck simply by making a lot of noise.

Not a whole lot is known yet about the high intensity noise levels created by afterburner-equipped engines because ordinary sound level meters don't work. Afterburner sounds knock them right over the end of their calibration. BUMED and BUAER aim to whip this and find out about "intense" sounds.

Using the afterburner on an F-94 for test, BUMED and BUAER have a joint project underway aboard the USS *Coral Sea*. Topside personnel duty stations are being acoustically measured during flight operations. Analysis of different duty activities in relation to noise levels are being made as well.

Noise intensity at different times during work schedules is being measured to determine possible ear damage and interference with auditory communications. The project aims to find out if high intensity noise has effects other than on the ear. Muscular weakness and vibration are two possibilities. Ear plugs and coverings are being tested.

A previously observed effect of exposure to intense sound fields has been heating of the skin. Fortunately, human skin has a reflective power against sound. This is in contrast to furred laboratory animals which absorb high frequency sound energy. The sound energy is turned into heat, which in some circumstances causes the animal's death.

The BUMED Aviation Medical Newsletter reports that it hopes by the *Coral Sea* studies to solve at least partially sound intensity problems which may be, under certain circumstances extremely hazardous.

## Carrier's Operations Doubled Twice As Many Landings On Rendova

A vast difference in operations aboard aircraft carriers is illustrated in the records of the USS *Rendova*, CVE-114.

This escort carrier, commissioned in October of 1945, saw 7,000 landings made aboard until the ship was moth-balled in October of 1948.

Then, after Korea, the ship was re-activated. In the year and one half since then 6,000 landings have been made, almost as many as the previous three years of commissioned service.

This contrast indicates the heavy workload the carriers are now accomplishing.





LITTLE GIRLS PLAY 'RING-AROUND-ROSE' ON LEYTE'S FLIGHT DECK



ITALIAN ORPHANS GOT THRILL OF THEIR LIVES RIDING ON ELEVATOR

## LEYTE MEN LEND A LITTLE KINDNESS

WHEREVER they have sailed on the seven seas, U. S. Navy men have opened their hearts and their pocket-books to underprivileged tots. The crew of the "Leading Leyte" has played big brother to so many orphans throughout the world that they aren't happy anymore if they aren't caring for a group of moppets somewhere.

It all started last fall while the *Leyte* was riding anchor in Genoa, Italy. In an attempt to promote more American good will and public interest, the men decided to invite 200 Italian orphans aboard for a day's visit and a tour of the ship.

An officer or crew member was designated as "big brother" to each of the small fry for the day. The activities during the visit included such highlights as a full-course meal especially prepared by the *Leyte's* cooks, Walt Disney cartoons on the movie screen and new games taught by their American friends.

The initial party was a great success, and the *Leyte* gave repeat performances in Greece, Turkey and Gibraltar. Over a thousand Mediterranean orphans crossed the deck of the carrier while the ship operated with the Sixth Fleet in that area.

The good-will projects were met with wide acclaim by the peoples of southern Europe. The happy smiles and apparent delight of the young orphans more than repaid the crewmen for their time and trouble.

When the *Leyte* completed her tour and sailed for the United States, it was only natural that the men would seek underprivileged children at home who could use a little kindness. With this in mind, a search was initiated for a

suitable orphans' home to adopt. Even before the carrier arrived in Norfolk, a group of men called on the ship's chaplain, LCdr. C. A. Frame, to explain their desire to help needy children.

The word was passed through the ship and almost immediately money began pouring into the Chaplain's office. The reaction of the crew was like a huge breaker rolling into the beach.

The next problem was to find a home where the money would do the most good. Chaplain Frame called the Federal Welfare Bureau in Chicago and was informed that there were three orphanages in dire need of funds and moral support. The Scioto County Children's Home at Wheelersburg, Ohio, was finally selected because an orphanage in the mid-west could hardly ever expect to derive any benefits from association with the Navy. The *Leyte's* men felt they could develop a warm spot in the children's hearts for the men of the U. S. Navy, even though

chances were they might never see a "white hat."

Currently housing more than 100 children, the orphanage, formerly known as the Hillcrest Home, is under the capable supervision of Mrs. Florence Dawson. She is a World War II widow and has two children of her own. In addition to the children who live on the premises, more than 200 children have been placed in local private homes surrounding the immediate vicinity and in adjacent communities.

IF AT ALL possible, each child is encouraged to attend the church of his parents. Strictly non-sectarian, children are gladly accepted regardless of race or creed. Because of this personal attention, training and religious background, each child develops the feeling that he belongs to a large family.

A representative group of officers and men had expected to fly to Wheelersburg to present the *Leyte's* check to Mrs. Dawson personally, but circumstances prevented the men from going. Instead, the check for \$1,561.25 had to be mailed to the home. In addition, pictures and historical data sheets of the *Leyte* were to be sent to each child.

The money will be used to expand the facilities of the home so that even a larger number of needy youngsters may be able to receive the benefits of Mrs. Dawson's motherly guidance.

Men of the *Leyte* are being encouraged to adopt a pen pal and write to the children that live in the home. In this way, even though the children may never see the Navy men who have offered them a helping hand, they will come to know the good will that prompts the generosity of men in blue.



TOT SMILES HAPPILY 'FLYING' HELICOPTER

## He Walks, Thanks to Navy Spare-Time Project Helps Korean Boy

A year ago a truck swung rapidly around a road bend near Pohang, Korea and plunged headlong into a nine-year-old Korean boy. The lad was rushed to an aid station in Pusan with a badly mangled right leg which had to be amputated four inches below the knee by Navy surgeons.

Shortly after, the child, Lee Sang Ru, mysteriously disappeared from Pohang. Despite a thorough search of the city, he couldn't be found. Then just recently he showed up again, hobbling about painfully.

Navy hospital corpsmen Norman B. VanderLaag and Arthur G. Sparks of MAW-1 learned that Lee Sang Ru, unfamiliar with the ways of modern medicine, had worn his cast for five months before removing it. Inadequate prosthesis was causing the end of the stump to deteriorate.

Sparks knew that VanderLaag had spent much of his pre-Navy time in an artificial limb shop. With the blessing of their superiors, they spent several weeks of their spare time fashioning an artificial leg for the orphan. They found leather in a Korean shop and stainless steel joints and swivels in the Marine Wing's supply facilities.

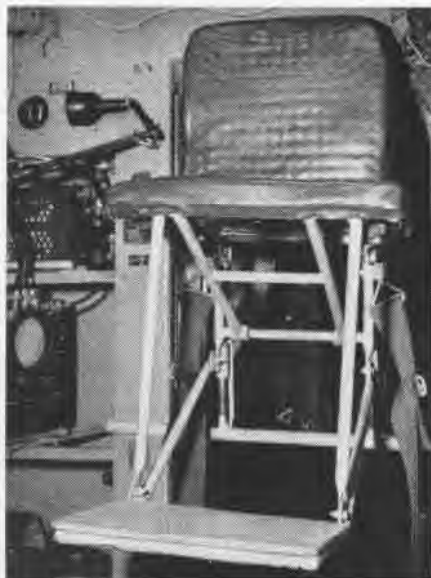
When they gave Lee Sang Ru his new leg, he treated it like a toy, so fine it should only be worn on Sundays. The two men finally talked him into wearing it all the time.

## Navy Chief Is Minister Doubles for Chaplain Aboard Leyte

When Chaplain Clovis A. Frame must be absent from services aboard the USS *Leyte*, there's a Baptist minister aboard to step into his shoes. Chief Harold C. Shreve is a licensed minister of the Southern Baptist Convention.

The Chief teaches Sunday School for men who desire to study the Bible and during church services aids the chaplain in whatever way he may need. During Holy Week, the chaplain and the Chief alternated daily with special devotional services for the crew. This gave a certain variety that produced a good response in the *Leyte's* personnel.

The CPO turned preacher is a veteran of 16 years' naval service and plans on completing his college work and seminary upon retirement from the Navy. He hopes to work with rural churches in North Carolina. In the past six years the Chief has completed two years of college work by correspondence with the Armed Forces Institute and various theological courses thru correspondence.



FOR GREATER efficiency and comfort of navigators and trainees, this RSD astrodome lookout seat is used at NAS Corpus Christi. The seat can be removed when not in use.

## VP-4 Visits Air Reserves Improves Readiness for Assignment

The bonds of kinship and mutual understanding that weld Regulars and Reserves of the naval establishment were made stronger recently by a VP-4 crew's visit with Reserves at NAS DALLAS.

This was one of a series of flights that will be made by NAS WHIDBEY squadrons to Reserve stations throughout the United States. Purpose of the visits is to continue liaison with Reserve air stations in order to improve the readiness of these squadrons for ultimate assignment to the fleet.

The crew making the flight to Dallas was hand picked, representing the "cream of the crop" in the oldest P2V squadron at Whidbey. The plane was placed on static display on Saturday morning and throughout the weekend specialists conducted informal discussions on P2V operations, equipment and current tactical doctrines.

## New Basic Enlisted School On-The-Job Training Load Lightened

The Naval Air Basic Training Command has just established its first school for enlisted personnel. Called "Plane Captain Indocrination School," it will provide a practical and theoretical introduction to aviation operation and maintenance for inexperienced non-rated men.

Classes will be conducted in the Instructors Basic Training Unit ground and flight schools at NAS PENSACOLA. The one-month course, which will be on a TAD basis, was initiated to relieve the on-the-job training load at the various subordinate commands of the Navy.

## USS Choure Back on Duty Mighty Mechs Keep Wheels Turning

Claiming to be the only aviation stores/machine-shop ship of her type in the fleet the USS *Choure* ARV-1 has returned to duty from mothballs. One of her first jobs at the San Francisco Naval Shipyard during fitting out was definitely not within normal work schedules.

The yard's chaplain, Lt. (jg) I. L. Somers, runs a "baby buggy lending bank" for the benefit of Navy families. Buggies bust, especially old donated bug-



'MIGHTY MECHS' WITH A SATISFIED CUSTOMER

gies with Navy small fry in them. Unfortunately the chaplain's buggy fund was busted too. This is where the *Choure's* "Mighty Mechs" entered the picture, repairing the broken ones.

Alexander R. Bowen, ALAN, Edgar M. Wasley, AE2, and Roland E. Bonnette, AE2, volunteered to keep 'em rolling. All three now wear the "Mighty Mechs" title dubbed by free wheeling infants and their mothers.

## Strike Or Not—They Flew AF Day Celebrated By Navy Fly-Over

NAAS KINGSVILLE — Coming as it did in the midst of the oil strike, the damper was definitely on Armed Forces Day celebrations at all military installations.

However, the national order restricting non-essential flying couldn't keep NAAS KINGSVILLE from staging its own fly-over during their open house.

Robert C. Blaikie, ADC, who has organized a model airplane club in his spare time, used three model planes for demonstration flying at the station. Blaikie was helped by two other members of the club, Charles L. Fleming, DCFN, and John A. Sukup, AD2.

In their demonstration, the trio simulated dog fights, carrier landings and various other types of flying with their "U" controlled models for the visitors.



# 'DOGGY' FLIERS LOG MANY HOURS IN AIR



ARMED FOR ANY DANGER, T. J. O'TOOLE POSES AS KING OF THE ROCK



LCDR. THARP HANDS BULLY TO HIS MASTER PRIOR TO ANOTHER FLIGHT

WHEN A Navy pilot logs 200 combat hours, there isn't anything unusual in it. But when a canine does the same thing, that's really news. This is the story of some of the Navy's dogs who follow their masters into the "wild blue yonder" and love it.

Windsport Elderado's career commenced in the summer of 1944 when he was offered as a door prize at a dog show in Dallas, Texas. But he was destined for greater deeds than the easy life of a lap dog. Fate stepped in to change the course of events. LCdr. Elder, then a Lt. (jg) and Navy pilot, fell in love with Windy. When a lady won the honey-colored cocker, LCdr. Elder persuaded her to sell Windy.

After he passed his flight physical at the age of four months and the facts were noted in his official Navy Health Record, "Ensign" Windy made his first cross-country trip via PB4Y-1 from San Diego to Jacksonville in October 1944. Elder found the ideal place of concealment for Windy on the return trip via commercial airliner. Each PB4Y-1 carried a leather packet for technical publications and, by leaving the publications out and the packet unzipped for a few inches, Windy got a breath of air.

The puppy made three more ferry trips with his master before they started training flights with VD-1 at Miramar, California. During this period, Windy began to grasp the full meaning of the word "flying." When his

master mentioned flying, he'd make a beeline for the hardstand, jump between the bomb bay doors and wait to be lifted to the flight deck.

On 26 December 1944, dog and master both received orders transferring them to VPB-197 and Pacific duty. On 2 January 1945, the pilot and his Technical Observer-Mascot made the trans-Pacific flight together. As the wheels went down for the landing at Kaneohe Bay, the breeze fanned Windy's ears and he headed for the bomb bay. When the doors were opened, he jumped down and made for the nearest bush. After all, he had just crossed the Pacific non-stop!

Dog and master who had both been promoted to Lt. spent a month training with VPB-200 and then proceeded to Mindoro in the Philippine Islands. Windy flew patrols with VPB-117 from Borneo to Hainan off the coast of Indo China. From February until May 1945 he flew 18 combat missions for a total of 200 combat hours.

In May LCdr. Elder and Windy were ordered to the United States for rest and rehabilitation. When they returned to duty, they spent several months at Miramar training with VPB-197. Then they heard they were to be ordered overseas and made a trip to Dallas.

On the return trip via American Airlines, Windy almost proved his own undoing. While at Tucson, he gave a particularly loud groan and was dis-

covered in his hiding place. The stewardess was ready to bump Windy, but she talked it over with the pilot. Fortunately, he too owned a cocker spaniel and allowed the dog to continue to San Diego.

IN MARCH 1946, Windy was taken aboard the USS *Prince William* in a parachute bag and sailed to Pearl Harbor for another tour overseas. Pilot and dog reported to VD-5 at Guam where they made several photo flights together. Then they proceeded via PB4Y to Japan. However, when they landed at Iwo Jima, their orders had been changed and they were returned to Guam for transportation home.

The trip from Guam to San Diego via R5D proved to be Windy's last flight. Windy's log book was closed with 724 hours of flight time.

In 1947 the Elder family welcomed a baby and Windy began to get less attention. In an effort to save his broken spirit, LCdr. Elder had him honorably retired and returned to Dallas where he's living a life of ease.

Probably one of the best-known dogs in the naval air arm is Tito, a fawn-colored Boxer owned by Capt. Richard B. Phillips. Tito was in and out of 41 naval air stations and had duty at two—from 1948 to 1951 at NAS OAKLAND and then at NAS GLENVIEW where Capt. Phillips is Flight Surgeon on CNARESTR's headquarters staff.

**T**ITO LOGGED the majority of his flight hours in Capt. Phillips' Cessna 170 but he flew in TBM's, PV's, PB4Y's, JRB's, SNB's, R4D's, and R5D's.

At NAS OAKLAND, Tito always attended monthly inspections, sometimes accompanied by Dusty, Capt. Randall's dog and Tito's number one pal. On weekends when the "Weekend Warriors" came on duty, Tito was always at muster the first thing in the morning and the last thing in the afternoon.

Biggest thrill for Tito was his 3,000-mile cross-country trip last fall when he accompanied RAdm. Moebus and the CNARESTRA staff on the annual west coast inspection. Before the trip was finished, Tito had become a familiar sight at Los Alamitos, Santa Ana, Oakland, Seattle and Spokane.

Tito's last trip was to O'Hare AFB in Chicago in a JRB with Capt. Phillips. Shortly thereafter, he slipped under the wheel of a truck and his flying days were over forever. At the time of his sudden demise, Tito had logged about 300 hours of flight time.

The Boxer with the biggest name to live up to is Thomas Jefferson O'Toole. T. J. O'Toole originally was a movie character who flew and barnstormed and buzzed the country in a "flying jenny." While the Boxer has not been barnstorming the country, he's still got plenty of flying time.

Most of T. J.'s 20,000 air miles were accumulated flying with his master, LCdr. Robert J. Monahan, in the far east area. T. J. was the semi-official mascot of VP-22, the *Wild Goose* squadron, based at Okinawa. The Boxer was known as "King of the Rock" because he proved his supremacy over the packs of wild dogs which roam over Okinawa.

The first friends of his childhood



LITTLE JOE GETS FEEL OF PLANE IN COCKPIT

were kittens, so LCdr. Monahan provided him with a cat for a playmate while on Okinawa, just to make him feel at home. The two got along famously.

On days when T. J. went flying with his boss in a P2V4 *Neptune*, once he realized he was up in the air and couldn't get down, he'd sit up near the cockpit and watch LCdr. Monahan fly the plane. On days when he was left on the ground, he always knew when his master was on his way home. He seemed to know instinctively the exact time that LCdr. Monahan's plane came into the flight pattern and would dash out on the landing strip.

When T. J. O'Toole and LCdr. Monahan returned to the mainland in June 1951, the Boxer took a suspicious approach to other dogs, probably because of his experiences as "King of the Rock." For the sake of keeping peace among his neighbors, LCdr. Monahan finally sent T. J. to Canada.

A newcomer to the Navy's flying canine ranks is Bully, the mascot of

FA11WeaTraPac aircrewmembers at NAS BARBER'S POINT. It doesn't seem to bother Bully that he has no lineage he can brag about as his fellow canines can. According to his master, Richard M. Gurtenburg, ATAN, his ancestry is part Spitz and the rest plain "Poi" dog.

Bully is a veteran aviator already with more than six hours in his flight log. He has his own personal parachute to protect him in case the unexpected happens while he's flying. The parachute was the brain child of Otto J. Keele of the FA11WeaTraPac Parachute Loft. Donald E. Sappe, PR3, designed the harness for Bully's chute, while Ralph A. Maddox, PR3, sewed the chute out of a discarded tow target.

The mascot made his first hop the 16th of April with LCdr. S. M. Tharp, assistant operations officer, and since then has flown whenever he has the chance. His flights have been duly recorded in his flight log which he signs with his print.

**A**IRCREWMEANS who have flown with Bully say he takes to flying like hot dogs take to mustard. He seems to enjoy every minute he's up in the air and has even become accustomed to pulling out of steep dives on bombing runs. Bully is just beginning to pile up his flight hours and, no doubt, by the time he is retired will have racked up an illustrious record.

Another combat hero among canine flying ranks is a dog with the peculiar name of Joe Phonograph. "Little Joe," as he is known to his shipmates, is Mascot Third Class, USN, and is presently attached to VP-42 in the Far East. Recently he completed his twentieth combat patrol mission and thereby became eligible for his first air medal.



'GET IN, ART, FLYING'S FINE!' WINDY SAYS



TITO AND ONE OF HIS SONS WATCH RESERVISTS BEGIN FLIGHT OPERATIONS AT NAS OAKLAND



## Puttputt Sports Fancy Gadget

Photogs Squelch 'Backseat' Driver's



VR-8'S REID AND BRITAIN SHOW INTERCOM

Hickam Air Force Base's glossy be-gadged convertibles with their spot-lights, hub disks and fancy trimmings must take a back seat—in at least three accessories—to a battered old three-wheel puttputt owned by two Navy Air Transport Squadron Eight photographers.

Specifically, the mouse-powered vehicle boasts: (1) two sets of arm signalers; (2) a back seat drivers blow-off valve; (3) an intercom system.

All three devices work off the same circuit. Operations are slightly complicated by the fact that the puttputt "back seat" driver sits in front.

Inventors and owners of the unpatented gadget are Wallace B. Reid and Gary A. Britain, Jr. It works perfectly, especially when the driver wants to put the blast on backseat driving from the front.

## Bataan Takes Gift To Korea Navy Shows Big Heart In New Way

The USS *Bataan*, now on her second tour of Korean duty, recently came up with a new and different way of showing American generosity toward the less fortunate people of the world. The carrier delivered nearly four tons of clothes collected by her crew to needy South Koreans.

LCdr. John J. Coffey, ship's chaplain, originated the idea. He contacted leaders of church groups and civic organizations in the area around San Diego which is the *Bataan's* home port. Among the organizations contributing were Protestant, Catholic and Jewish groups.

Remembering the poverty they had seen on their first tour, officers and men pitched in solidly behind the drive. With the aid of vehicles furnished by NAS SAN DIEGO, they collected, crated and stowed on the hangar deck more than 7,500 pounds of sorely needed garments.

Because the *Bataan* was not scheduled to enter any Korean ports while operating in Korean waters, LCdr. Coffey made arrangements to transfer the clothes from the *Bataan* to a transport at Sasebo,



TOT HESITATES OVER GIFT FROM CDR. ARNDT



CREWMAN TAKES CONTRIBUTIONS IN SAN DIEGO

Japan, for further shipment to Korea. Four officers, led by Cdr. Ralph W. Arndt, Executive Officer, accompanied the clothes to Pusan and personally delivered the crates to three Pusan organizations which distributed the garments.

## Meets Martini after Dunk Italians Help Rescue Downed Marine

USS CORAL SEA — Three days and three ships after ditching his *Corsair* in the Mediterranean, Marine 2nd Lt. Herbert A. Baumgartner got back to the *Coral Sea*. Although he felt somewhat like a hot potato, he has a healthy respect for Navy air-sea rescue procedures after playing leading man in one rescue.

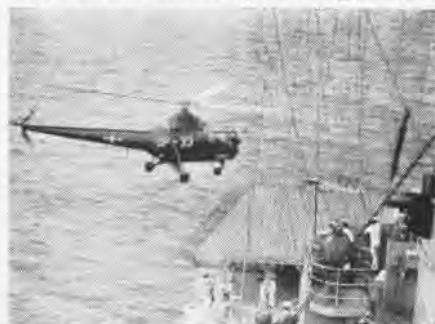
Baumgartner's engine quit during training exercises. On the trip down he radioed his position; immediately the air-sea rescue machinery went into action. The *Basilone* picked up his call and received instructions from the *Palau* to proceed to the rescue. Meanwhile a group of P2V's heard the call too, and beat the *Basilone* to the spot.

An Italian merchantman, the *Anna Martini*, was much closer than the destroyer, so the P2V's passed the word to it. The Marine was soon fished from the drink by the *Martini*. Later he was transferred to the *Basilone*, which in turn passed him to the *Pawcatuck*. From there he went back to the *Coral Sea*—completing the circuit home.

● USS CABOT—Earl T. Fulford was awarded a Letter of Commendation by CINCLANT for courageous action in entering a pump room filled with aviation gasoline fumes and endeavoring to resuscitate and rescue shipmate, Gerald Zank, overcome by gas fumes.

## Copters Spot Guided Missiles

USS Norton Sound Sports Flight Deck



HELICOPTER LANDS ON USS NORTON SOUND DECK

A preview of the non-combat Navy ship of the future is to be seen in the USS *Norton Sound*, a seaplane tender converted to resting of guided missiles.

This ship sports a flight deck forward for use of helicopters. In many operations off the west coast and on two extended cruises to equatorial regions, the deck was proved in operations.

Helicopters operating from the ship provide photographic coverage of guided missile operations. After firing they search impact areas for remains of missiles. They also transport technical personnel and equipment from supporting shore bases to the ship.

Aircraft from various units are assigned the duty. For instance, during project *Reach* when a *Viking* missile reached an altitude of 106.7 miles, helicopters from HU-1 were assigned. For operations off the coast of Peru, aircraft were furnished by HU-1 and HU-2.

Skipper of the *Norton Sound* is Capt. C. L. Westhofen, formerly head of the Air Branch, Office of Naval Research.

## Navy Is Changed, He Says Veteran Pays His First Visit Since 1905

John A. Green allows that there's been quite a change in the Navy since 1905. That's when he bade goodbye to the USS *Terror*, a ship of the *Monitor* class.

As a guest of his son, LCdr. William A. Green, he visited the carrier *Leyte* recently while it was at the Norfolk Naval Shipyard, his first time aboard a Navy ship in 47 years.

The veteran of the Spanish American War viewed the ship from stern to stern, noting the messing compartments where the tables are covered with water repellent table cloths and boasting napkin dispensers. Amazing to him also was the hangar deck with its full size basketball court plus many badminton and volleyball courts.

Mr. and Mrs. Green drove from their home in Chattanooga for the visit.

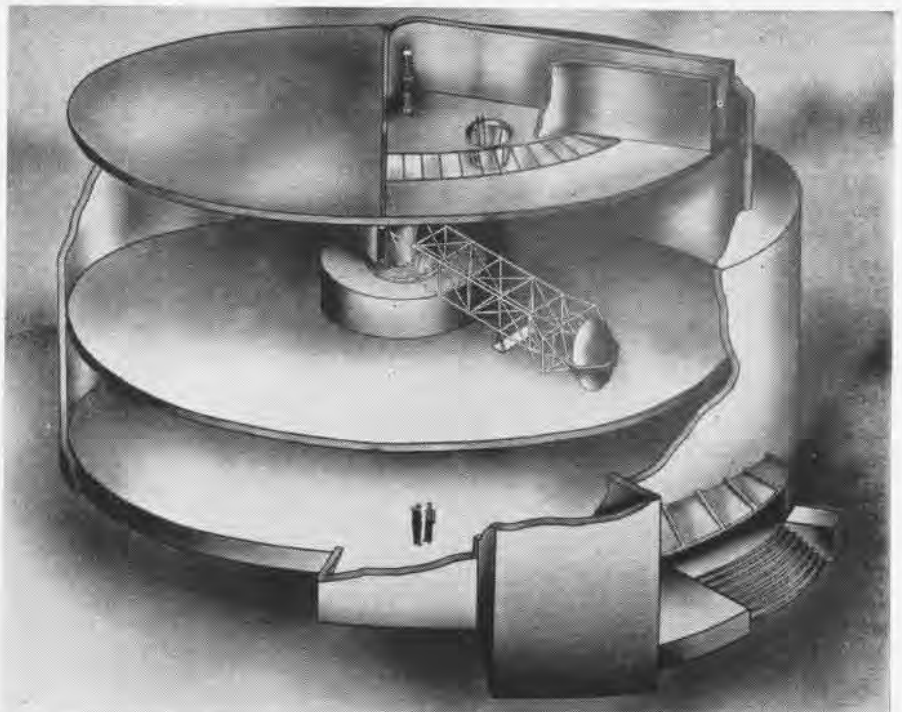
# MEDICAL ACCELERATION LAB DEDICATED



**CONTROL** booth for centrifuge hangs from ceiling of main room shown cutaway right



**GONDOLA** at end of 50 foot arm is movable to simulate dives, pushovers and pullouts



**ENTIRE** acceleration laboratory building is made of reinforced concrete. Cutaway shows simplified acceleration arm, control booth above. Surrounding areas contain laboratories.

**S**EVEN years from the time it was conceived the Navy's Aviation Medical Acceleration Laboratory was dedicated in June at the Naval Air Development Center, Johnsville, Pa.

Designed to study "G" stresses on humans in simulated flights at high speed and at high altitudes, the laboratory is the most complete of its kind in the world. Design was made by the Special Devices Division of the Office of Naval Research.

Dedication address was given by John F. Floberg, Assistant Secretary of the Navy for Air. Attending were the sur-

geon generals of the Army and Air Force, plus representatives of medical schools and clinics.

Outstanding feature of the centrifuge is the 50-foot arm with a gondola at the end in which human or animal subjects can be placed. The gondola can be turned to any position to simulate dives, pull outs and turns. It can be depressurized to 60,000 feet. The centrifuge can attain a maximum accelerative stress of 40 times gravity in seven seconds from a standstill.

First human to ride the centrifuge was Capt. J. R. Poppen, MC, USN (Ret.),

former director of the laboratory. Capt. L. D. Carson is present director.

Study of tolerances of humans and animals under "G" stresses began last year. An important part of these studies pertains to physiology of the systems subjected to the stresses, such as metabolism, brain reactions and blood transport in the body.

Mounted in the gondola will be a TV camera. Small animals can be frozen instantly with liquid oxygen so that the displacement of their organs can be examined in the laboratory later.



**SMALL** animals are subjected to acceleration forces, then quickly frozen by liquid oxygen so that displaced organs can be studied



**LOCATED** aboard the Naval Air Development Center, Johnsville, Pa., the laboratory will study "G" stresses on humans and animals



# PRAISE SHOWERS ON FIGHTING RESERVES

TWO YEARS after the outbreak of hostilities in Korea, all members of the Naval Air Reserve can look back at the proud record they have established and say with certainty, "We were prepared!" Reserve squadrons flying from the *Bon Homme Richard*, the *Valley Forge*, the *Boxer* and the *Antietam* have demonstrated the ability of the "Weekend Warriors" to convert rapidly to fighting units.

Two more fighting admirals have added their accolades to the already impressive list of citations accorded the Naval Air Reserve. On the eve of his detachment as COMNAVFE and senior U.N. member at the truce negotiations, VAdm. C. Turner Joy released the following statement:

"During most of my nearly three years as Commander Naval Forces, Far East, we have been fighting a war. I will soon be leaving for another duty, but I shall always remember, with great satisfaction and pride, the high-hearted courage, unselfish devotion to duty and teamwork efficiency shown by all hands in the Korean conflict.

"Nowhere were these traditional Navy attributes more evident than among the officers and men of the Naval Air Reserve. I should like to express my most sincere appreciation for their invaluable support.

"I recall the outbreak of the Communist aggression. During the precarious month of July, 1950, USS *Valley Forge* represented naval aviation in the entire Western Pacific. Equally well do I recall the arrival of USS *Boxer* and Carrier Air Group 101, the first all-Reserve unit to attack the enemy in Korea. For the Inchon landings in September, three or four fast carriers and



CAPT. E. J. Drew, CO of *Los Alamitos*, points out year in which VR-773 and VP-771 won Noel Davis Trophy to VAdm. Martin, Cdr. R. Jester and LCdr. J. Westland

two escort carriers were manned and ready. Three others appeared in this theater shortly thereafter. Thirteen complete Reserve squadrons were called for emergency service to fill these ships. This, in my opinion, is concrete evidence of the high state of readiness in the Naval Air Reserve.

"It should be a source of much comfort to all freedom-loving people to know that trained Reserve aviation personnel are available to man many more carriers if international events should necessitate their reactivation.

"The speed, scope and effectiveness of operations at sea have been enhanced greatly by the introduction of the mod-

ern, fast carrier. This potential, however, cannot be realized without the specialized skills of the naval aviator. A logical plan of support for the naval aeronautical organization must provide for the best possible preparation, training and readiness of Reserve units before they are assigned to the Fleet.

"Carrier operations have paced naval action in Korea. We have learned many lessons which can be applied with profit to situations which may unfold in other areas. Korea furnishes an irrefutable argument for the continuation of the Naval Air Reserve program as a fundamental segment in the master plan for national security. I know of no other



WINNERS in recent newspaper-naming contest at Denver are J. B. March, winning entry, and runner-up C. E. Mann, E. R. Purdy



WHO'S WHO? Eight out of the twelve sets of brothers stationed at NAS Columbus look enough alike to confuse even themselves



**SUBMITTING** with good humor to photographers the day after their good deed are R. H. Dawson, M. L. Robinson at Los Alamitos

investment by the American people which has paid more handsome dividends."

VADM. H. M. Martin, now COMAIR-PAC, wrote to RAdm. L. A. Moebus, CNARESTR, regarding the performance of Naval Air Reservists with the Seventh Fleet:

"My return to the continental United States after my tour as Commander Seventh Fleet offers me the opportunity to comment on the job done by the Naval Reserve aviators in Korea. The manner in which they performed all their assigned tasks can only be described as outstanding. Their operations under difficult flying conditions were something that all naval officers were proud to associate with the Navy itself. Their aggressiveness and will to fight was sometimes excessive and at times it was necessary for us to make them exercise more caution. It is difficult to visualize the predicament we would have been in if they had not been available to us.

"I sincerely believe that this country never before has had a Reserve so splendidly trained and ready to meet any sudden emergency. I am likewise firmly convinced that never before had our country realized such dividends from a peacetime training program. It is my sincere hope that we will profit from our experiences in Korea and continue to maintain our Naval Air Reserve Program at peak efficiency. In order to do so we must arrange to obtain young aviators and to provide them with modern equipment so they can be maintained at the present peak of efficiency. I would like to assure you that you have my whole support in carrying out such a program."

#### Model Plane Interest Turns A Career

Lt. William C. Yarbrough, member of AAU-671 at NAS ATLANTA, became interested in model plane construction at the age of twelve. This interest de-

veloped into a career in the Navy as a flight instructor at Pensacola during World War II.

He has gone back to model plane building again and has completed a model F9F-2 to enter in model meets. The model, made from an enlarged set of the actual Grumman drawings, took 100 hours to complete, is powered by a jet engine, has a wing span of 40 inches and weighs 5½ pounds.

#### Southwest Gets Aviation Commandery

The first regular membership meeting of the Southwest Aviation Commandery of the Naval Order of the United States was held recently at the Balboa Bay Club, Newport, California. VAdm. Martin was guest speaker.

The newly organized Southwest Aviation Commandery is made up of retired, regular and reserve officers of the Navy, Marines and Coast Guard. It has an imposing roster of members from all over the Southwest who are actively participating in the program.

During the evening, the Noel Davis



**NOW YOU** hold the rifle like so!" T/Sgt. Ryan shows Marine know-how to Doris Adams



**PICTURED** alongside a Navy trainer is the flying model of the Navy Grumman F9F-2 jet fighter built by Lt. "Dub" Yarbrough

bronze plaque was unveiled and officially presented to VP-771 and VR-773, both from NAS LOS ALAMITOS. These squadrons won the trophy for their type of squadron for the fiscal year 1950.

#### Modesty Makes Front-Page News

M. L. Robinson, AD1, and R. H. Dawson, AM1, both stationkeepers at NAS LOS ALAMITOS, considered their part in saving a human life recently just routine. They said nothing about it, but alert newsmen wouldn't allow them to be so modest and so they became front-page news. It happened like this.

Both men are taking advantage of their spare time to study aviation under the G. I. bill. While on a training flight, as they were approaching the Palm Springs Airport in routine flight patterns, they spotted two columns of smoke about four miles to the east. One column proved to be from a train engine, the other was a flaming plane.

Robinson, a student pilot, brought the Cessna 140 down on a narrow, unused desert road nearby. There they found David Jarvis, a Blythe, California theater owner, his left side paralyzed by a stroke. He told the men he had succeeded in making an emergency landing with one hand and escaped from the plane as it caught fire, getting out with only slight burns.

Dawson, who holds flight instructor credentials, left Robinson at the scene and flew Jarvis to the airport so he could be taken to the hospital in Palm Springs.

● NAS DENVER—Future editions of the station newspaper will be published as "Mile-Hi Propwash" as a result of a recent contest to find a new name for the paper.

● NAS COLUMBUS—A recent survey revealed that the Navy is a family affair at this station. Twelve sets of brothers are part of the NAS family.

● NAS OAKLAND—Miss Doris Adams of San Francisco was chosen by MAD Marines as "The girl the 'Weekend Warriors' would most like to spend their weekends with."





**JIGGERED** by a jig saw! When Sgt. Robert C. Evans started corresponding with Georgette Brown of North Hollywood, California, he didn't realize what he was letting himself in for. She cuts her letters into jig-saw puzzles, forcing the Sgt. with the 1st Marine Aircraft Wing in Korea, to piece the letters together before he can read them. Finishing this one took an hour and a half.

### Corpus Has All-Americans Football Heroes in Advanced Training

NAS CORPUS CHRISTI—From one All-American team to another—that's the jump made by Lt. (jg) Richard Scott and Naval Cadet Bernard Barkouskie who are receiving training here in Advanced Training Unit 12. Once football All-Americans, both men are now wearing the uniform of naval aviators.

Dick Scott's name hit the football headlines back in 1946-47. Playing center slot on an underdog Navy team in 1946, he proved his All-American caliber by stopping the mighty Doc Blanchard cold in the never-to-be-forgotten 21-18 Army-Navy game of that year. Army finally won the contest, but was forced to go all out to do so. For two years, Scott was acclaimed an All-American center.

Barkouskie, a great guard for the University of Pittsburgh, will always be remembered for intercepting the pass that was responsible for a 7-0 victory over a previously unbeaten Penn State football squad in 1949. He was named to the All-American position by the sports scribes in 1949.



SCOTT AND BARKOUSKI WALK OFF FROM P4Y

### New Vertical Gyro Produced Many Applications to Quick Caging

A cageable vertical gyro has been developed which permits almost unlimited maneuvering of aircraft without losing vertical reference. It is applicable to autopilots, missile guidance and stabilization of radar scanning, and with modifications, can be used as a directional gyro.

Should the new gyro ever lose its plane of reference during extremely violent maneuvers, the pilot can recage it by flicking a switch. Within two seconds, it will be working again. Special tumbling pin construction permits unlimited freedom of rotation about the outer gimbal axis and a plus or minus 85 degrees of rotation about its inner gimbal axis.

The new five pound gyro has been developed by the Minneapolis-Honeywell Regulator Co. working on a BUAER contract. Initial production has been started.

### Navy Firefighters Save Ship Currituck Men Board Norway Tanker

Men from the seaplane tender USS *Currituck* played the parts of seagoing firefighters when they dramatically saved a Norwegian tanker.

Smoke was observed rising from the SS *Gundine*, anchored five miles from where the *Currituck* was engaged in seaplane operations. A 60-man fire and rescue party was called away.

On arrival they found a lone tug fighting an inferno in the superstructure over the highly inflammable cargo. Navy men went below to turn off electrical power to avoid electrocution. Another tug from the Naval Station joined in. After an hour the fire was brought under control.

An inspection revealed the charred remains of a steward in his bunk. Four other bodies were found next day.

Capt. E. T. Louvik, skipper of the *Gundine*, the harbor master, port director, and Capt. J. H. McElroy of the *Currituck*, all praised the crew for saving the ship.

### Catwalk Crash Not Fatal 'Operation Teamwork' Saves Plane

The importance of well-balanced teamwork with expert leadership and 100 percent cooperation on the part of the crew was demonstrated recently aboard the USS *Salerno Bay*.

While operating on a routine training mission, an unfortunate TBM attached to VS-26 became the victim of an unsuccessful landing in the port catwalk. An alert flight deck crew, under the able supervision of Lt. B. W. Coffman, Jr., performed the plane recovery within the



TBM IN CATWALK LOOKS READY FOR DEEP SIX

surprisingly short period of 20 minutes. Not only was the plane successfully recovered in that time, but it was back in flying condition within 24 hours and was able to meet its flight schedule and rejoin its squadron.

### They Ride Rough in Texas P4Y Aircraft Gets Caught in Tornado

An aircraft from NAS CORPUS CHRISTI took off recently for Washington cleared for IFR. Enroute it was caught in a tornado that killed six people, injured 65 others and caused a million dollars property damage.

The P4Y was lashed with hail, rain, wind, thunder and lightning. Over north-east Texas it encountered the first thunderhead. Over Lafayette, Louisiana, the tornado's edge tore a bomb-bay tank loose from its mounts. Over southwest Alabama it flew into hail.

Four hours and 15 thunderstorms later, the plane was 18 miles north of Montgomery, Alabama and 45 minutes ahead of schedule. Air speed varied from 100 to 200 knots and altitude from 3,000 to 6,000 feet. The aircraft leaked so badly that all crew members and passengers were wet.

After landing at Washington, one passenger exclaimed, "Roughest pilots I ever flew with!"



IF HE appeared in Dick Tracy, Robert Matye, Lockheed Test Pilot, would be dubbed 'No Face'. Nancy Valdvogel admires the new plexiglas goggles which filter UV rays

## Portraiture Is International Ink Sketch Shows Us as Others See Us

The American mania for photography came in for some ribbing recently after a *Sea Fury* pilot from HMS *Glory* encountered a *Mariner* on patrol over a remote area in the Yellow Sea.

The Navy pilot, Lt. E. J. McCarthy, maneuvered the giant PBM in a favorable position and invited his crewmen to try for a picture. The best one was mailed to the CO of the *Glory*, Capt. K. S. Colquhoun.

In return, Capt. Colquhoun sent an artist's conception of what the American craft looked like to the lonely British pilot as it swept the sea, showing the scene as it appeared to the *Sea Fury* pilot when he came alongside. The



Captain commented, "The scent of the coffee is almost too much for him and he nearly went aboard for a cup!"

The sketch shows the coffee pot boiling merrily in the *Mariner* and every porthole occupied by an American sailor armed with a camera.

## Marine Aviator Runs Gamut Goes From Air to Ground to Air Again

As a Marine Reserve pilot, Capt. Charlie Crew flew divebombers against the Japanese in World War II. Then he accepted a regular commission and wound up standing beside the enemy targets and directing his buddies onto them.

Crew was given an intensive course in tactical air controlling in which he learned the fine points of ground control of aircraft used in support of infantry and armored groups. When war flamed in Korea, the Navy and Marines flew close air support while Crew and his ground-bound controllers talked them in to punch holes in the enemy's defense.

They fought with what he thinks was the greatest use of close air support in Korea when the Chinese broke through the UN lines near the Manchurian border. Crew describes the Hungnam evacuation as an amphibious landing in reverse.

The circle has been completed for Capt. Crew. He is now a flight instructor at NAAS CABANISS FIELD.



VR-8's NEW squadron insignia, designed by K. K. Bundy, JOSN, has a winged, white-batted elephant standing on the MATS wing-and-arrows-over-the-world device. On the pachyderm's back is a pile of gear topped by a VR-eightball and on his blanket is the motto, "We Carry The Load." Posing with the intriguing little fellow are five flight Nurses assigned to air evacuation duties with VR-8: Ens. Mary Taylor, Lt. (jg) Florence Connor, Lt. Agnes Shurr, Lt. (jg) Rose O'Malley, Lt. (jg) Sara Summerford

## These Were Happy 'Errors' Pilots' Errors Send a Boy to Camp

NAS NORFOLK—Ever since VP-661, Reserve unit from NARTU ANACOSTIA, came on active duty in 1950, pilots have been fining themselves small sums for failing on the first try, to snare the mooring buoys used in recovering their 30-ton flying boats.

Since errors are inevitable in taxiing the *Mariner* seaplanes in rough water, the fund slowly grew to respectable size. A squadron party was turned down and squadron members accepted the suggestion to send a boy away for an all-expense paid camp vacation this summer.

The idea was Lt. David Goldstein's, a charter member of VP-661. As chairman for the fund, he contacted Robert B. Malvin, director of the Norfolk Boys' Club who named a worthy lad.

Recently at the Breezy Point hangar, Cdr. Henry McDonough, CO of VP-661, opened the "Missed Buoy" box and presented the contents to Jack Cole. His comment was: "Wow!" Several pilots who had missed more than their share of buoys stood by grinning.

● NAS MINNEAPOLIS—The LAND-O-LAKER recently placed first in journalistic competition with other Armed Forces mimeo newspapers.

● NAS JACKSONVILLE—The first squadron to fly the *Banshee* in combat, VF-172, has returned from Korea and rejoined CAG-17 with which it operated for two years.

## Navy Pilot 'Flies' Low in MG Spins, But Finishes Japanese Auto Race

Lt. (jg) Thomas G. Graham, American, wheeled his British-built MG sports car into a third place showing before some 50,000 Japanese spectators in the 84 mile first annual sports car race at Mobarra, Japan.

Graham, a Naval Aviator and Assistant Operations Officer on the staff of Commander, Fleet Air Japan at NAS ATSUGI, flew low in his MG to qualify at the international-flavored race with a time of two minutes 30 seconds on the 2.8 mile concrete track.

A double-spin on the 10th turn during the race knocked him back to fifth place, but the checked flag found him back in the third slot. Graham has been racing since 1939 when he hit the dirt track at Albuquerque, N. M.



IT WASN'T until after LCdr. G. C. Buber made his landing on the USS *Leyte* that it was observed to be the 111th landing for the day, in plane No. 111, and at 11:11 a.m. Plane was a jet F9F Panther, date 30 April





A NEW carry-all vehicle made of a Mk II bomb trailer was developed by Charles Geller, ADC, line service chief at NAS Oceana, Va. Five bolts and salvaged lumber converted the trailer into a versatile piece of rolling stock 4' x 6' which can be towed about.

### Collision Warning Radar Promotes Safety and Aids Navigation

A new collision warning radar, AN/APS-42, has been installed on some new Navy transport aircraft. Plans have been made for future installations on VR aircraft now in service.

Large enough for the pilot to readily detect obstacles in the flight path, the new radar is yet small enough to provide no interference to other instruments. It has a simplified control box which does not require a trained electronics man to operate.

In addition to affording means of avoiding collisions, the equipment is invaluable for navigation and for detecting weather conditions ahead. The scope presents a radar map of the terrain over which the plane is flying.

The new radar's signal can be transmitted in the form of a beam for obstacle detection and general search, or in the form of a vertical fan for mapping and navigational aid. The beam is effective up 200 miles ahead, or within a 400 mile diameter circle. The vertical fan pictures the terrain up to 200 miles ahead of and to the sides of the plane. The set weighs 250 pounds, and has a nautical mile scale selector of five, 10, 30, 100 and 200.

Already the collision warning radar has saved the lives of the passengers and crew of a transport that was given erroneous directions during instrument weather. A hill showed up in the scope in time for the pilot to make proper correction.

### VR-5 Keeps Faith In Motto Navy Fliers Rush Serum to Sick Child

VR-5 lived up to its motto "Logistic Support to the Pacific, Whenever or Wherever Necessary," when it interrupted its scheduled flights to fly serum to a child who was ill in Guam.

A Navy RSD stood by for half an hour

on the runway apron at Moffett Field to fly life-saving serum to a critically ill infant suffering from polio meningitis in the Naval Hospital at Guam.

The serum was sent from the Medical Supply Center at Oakland to a JRB at NAS ALAMEDA. The serum was then flown to Moffett Field and was received by the Naval Overseas Air Cargo Terminal who put it aboard the RSD in less than three minutes.

### Whiting Gets Radio Station To Produce Varied Broadcast Programs

NAAS WHITING FIELD — Radio station WHIT, serving this air station and the Owens Court housing area nearby, officially went on the air 15 April. WHIT is a carrier-current station operating on 1190 kilocycles and will operate as a station recreation service.

The station will broadcast news, music and special programs to the naval personnel of Whiting. Its programs can be heard only by persons on the station or in the housing area since they do not go out over the air.



THESE MEN OPERATE WHITING'S RADIO STATION

The staff of the station shown in the accompanying photo are Ens. John Cavanaugh, technical assistant; Richard J. Hodges, FN, engineer; Hugh A. Boyd, TDAN, announcer; Lt. G. G. O'Rourke, public information officer; Vince L. Martinson, SN, program director; Hood May, TD3, engineer, and Chief L. S. Smith, station manager. Capt. Leroy L. Simpler, commanding officer of Whiting field, gave the opening talk on the new station.



MARINE Air Traffic Control Unit 15 at MCAS El Toro recently logged the 1,000th approach with CPN-4 GCA equipped since last August. Capt. F. D. Wells talked in the Douglas R4D. Installation is first CPN-4 in Navy.



IF A PLANE crashes with this tail marking, forget rescue attempts. It's a "Nato" drone FGF aircraft without a human pilot aboard, NAS Chincoteague is credited with the idea

### Cherry Point Makes History MAG-26 New Chopper Outfit

MCAS CHERRY POINT—The Marine Corps is making aviation history in commissioning of a second Marine Helicopter Group. It consists of HMR-261, HMR-262, MAMS-26, MABS-26 and HEDRON-26. Another helicopter squadron, HMR-263, will be commissioned and added to the group.

MAG-26, the new group, will be part of the Second Marine Air Wing and will get more aeronautical equipment in addition to utilizing the materials of HMR-261 and HMR-262.

The first helicopter group was formed at MCAF SANTA ANA earlier this year.

### Training Problems Whipped Course Capsuled for VR-32 Ferrymen

Training difficulties in VR-32 caused by ferry command people being "on the road" so much of the time have been overcome by VR-32's own education plan, "Operation Capsule."

The "capsule" course telescopes a normal three weeks rate-training into five days. Ten or 12 men are worked into each "operation." During this period trainees devote full time to study and classes, and are excused from trips and other duties.

### Stations Drop The Extra 'A' Miramar, Oceana Undergo Expansion

Oceana and Miramar are no longer auxiliary air stations. They became NAS's recently.

Actually the change will have little effect on current operations of the bases, as the change in status has been anticipated for some time. Visible manifestations of the switch-over are evident, however, in the building programs on the stations.

NAS MIRAMAR is building a new hangar, new barracks and a mess hall area. Later, construction will begin on a new operations building. Expansion at NAS OCEANA will continue with a view to making the station a master jet base.

## Copter Put Through Paces

### Child's Plight Touches Tough Hearts

MCAF SANTA ANA—A Marine helicopter whirled, dipped, flew sideways, backwards and straight up recently, demonstrating all the versatility of helicopter flight.

This all-out demonstration of helicopter antics wasn't for an audience of top brass or congressional VIP's. The only spectators were a little four-year-old boy and his father. Steven Roy Shay was four years old on Easter Sunday, but doctors held no hope that he'd see another birthday. He had leukemia.

Steve was crazy about helicopters, and he'd always wanted to see them perform. So his father called Santa Ana and the arrangements were made. Marine Captains Henry Hart and William Emshwiller of MAG-16 put a big ten-man Sikorsky through its paces especially for Steve. He was too shy to accept a ride in the "whirley-birds," but he watched enraptured from the ground.

The little lad's condition touched the hearts of the Marines and they sent him home happy because his wish had come true.

A few weeks later the boy died and the Marines sent a floral wreath in the shape of a helicopter.

## High Ranking Photo Pilot

### Skipper of VC-61 Joins his Boxer Unit

Carriers in the Pacific are dependent on VC-61 for combat photographic support. Each has a VC-61 unit aboard equipped with three jet aircraft and trained personnel for the job.

To get first-hand knowledge of the problems faced by the 400 men and 80 officers of his scattered outfit, Cdr. Howard W. Crews, skipper of VC-61, visited the unit on the USS *Boxer*. Lt. Jack Harris, head of the *Boxer's* photo detachment, kept his boss busy as a combat photo pilot jetting over the North Korean countryside.



THE LEYTE wrestling team holds the championship and runner up trophies received in the recent matches between all units of the Atlantic Fleet. Standing next to Capt. Ford N. Taylor, CO are (l. to r.) E. T. Propes, G. A. Quick, George Hill, R. T. Volz, R. E. Johnson and Ens. R. E. Roadiger and Lt. J. E. Hickey, coaches



SAUCER? New secret weapon? Nope. Just the dummy fuselage used at NAS Spokane to train fire fighters in absence of real fuselage

## Dogfight Act Kills Commies

### Gathers Enemy Crowd, Finishes Them

A little acting goes a long way, two Marine pilots discovered. They put on a show that literally killed the customers.

Maj. E. H. Winchester and MSgt. C. W. Tippie were in their planes on artillery spotting duty over Communist lines and were having little luck because the enemy soldiers refused to expose themselves.

So they started an aerial dogfight

over the lines, doing barrel rolls, split S's and other acrobatics.

When a sufficient throng of spectators had gathered, the artillery spotter with Tippie called for gunfire.

"One of these days they'll wake up to the fact that curiosity kills other than cats," was the comment of Maj. Winchester.

## VF-871 Adds to Laurels

### Reserve Squadron Gets Safety Award

An Oakland Reserve squadron won the Air Force, Pacific Fleet VF Safety Award for the third quarter of the fiscal year. The award, presented each quarter to the AirPac type squadron with the best safety record, was presented to VF-871, a member of ATG-2 based at NAS SAN DIEGO.

This is the second squadron in ATG-2 to win an AirPac safety award. VA-55 won the VA Safety Award in the second quarter of the fiscal year. ATG-2 broke the record for the number of landings in one week aboard the *Bon Homme Richard* when pilots completed 1,073 landings aboard the carrier in recent operations.

## Blue Angels to Detroit Meet

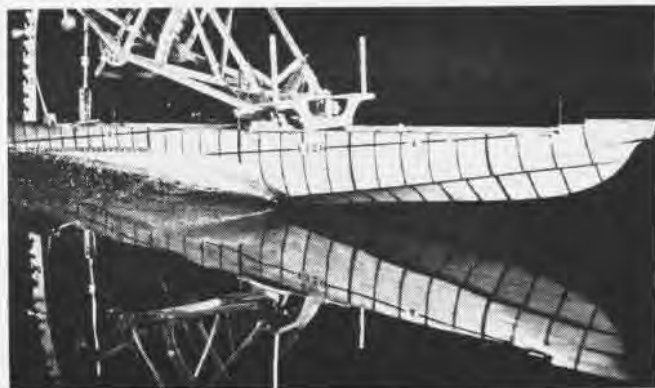
### Will Fly at Fifth International Event

Visitors at the Fifth Annual International Aviation Exposition at Detroit are slated to see the *Blue Angels'* brand of Navy precision flying. Naval Air Reserve jet fighters and a jato-equipped P2V will support the *Angels* during the 30 August-1 September event.

The Labor Day weekend exposition is being sponsored by the Aero Club of Michigan. Also featured will be ground and flight shows, and demonstrations of latest scientific and technical advancements of the United States and other countries in the military and commercial aviation fields. Among the headline flight events will be the Continental Trophy Race for midget planes.



THIS STREAMLINED PBM Mariner has a new bottom. The new underbody, built by the Glenn L. Martin Co. for the Bureau of Aeronautics, is a radical flying boat hull design. The M-270 as it is called, incorporates cleaner aerodynamic lines, redesign of the nose section



and hydroflaps. The latter increase maneuverability in restricted waters. Preliminary tests were made with scale models in an indoor tank. In outdoor tests, motion pictures will be made of spray patterns. Results will be applied to future jet flying boat designs





7 MEN FIND SAFETY IN EMERGENCY DITCHING

## Ditching Mat for Mariners

FAIRWING-14, SAN DIEGO—The Navy has adopted a new prototype "ditching mat" to be installed in the waist compartments of PBM patrol bombers. At present there are no adequate means to protect the three to seven men who must be carried during landings and takeoffs for weight and balance.

The subject mat also may be used as a safety feature for ditching or other emergency and rough water landings. It can be fully rigged in 10 seconds from stowage.

For installation, the port gunner's seat is removed to provide stowage space for the mat. Weight of the installation is 12 pounds, with a saving of six pounds by taking out the seat. In the photo, the rear four men are braced against the mat and the front three wedged against protective padding.

LCdr. E. Fenton Carey, FAIRWING-14 survival officer, designed the mat. Assisting him were Lt. (jg) De Von "E" Edrington, Corp. John D. LeRoy and Jackson F. Pope, AD1. The new "ditching mat" is a revised form of one designed by the Coast Guard.

## Oversight Creates Danger

On a recent F9F test flight, the pilot observed in the wing tip mirror a spray of fluid coming off the fuselage at the dive brake location. As the hydraulic system pressure was normal, the pilot concluded that the spray was not hydraulic fluid.

Subsequent investigation revealed that the starboard tip tank defueling valve, located at the wing fold, had been left in the open position after the tip tanks had been defueled preparatory to inducting the airplane into check. Prior to the test flight the tip tanks were fueled with approximately 25 gallons, and no leakage was observed by ground personnel or the pilot prior to flight.

This neglect on the part of the check crew personnel created a serious fire hazard. It is recommended that all maintenance personnel be acquainted with the location of the tip tank defueling valves and the extreme importance of returning them to the close position prior to flight.

## Sequence Numbers Stencilled

Squadrons operating aircraft which carry bombs and rockets have discovered that confusion can be avoided by marking sequence numbers on the top surface of the leading edges of the wings at corresponding wing stations.

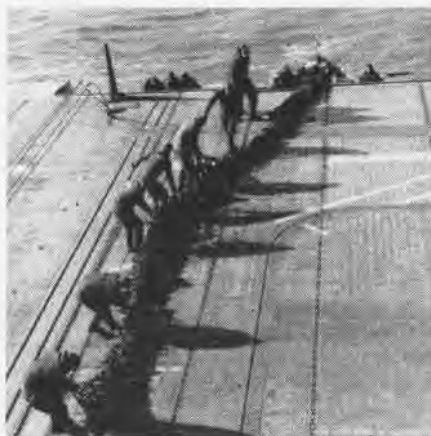
Each numeral is stencilled in white paint in letters three inches high on the leading edges of the wings at corresponding wing

stations so that numerals will be visible to the pilot sitting in the cockpit. It is helpful with mixed loads of bombs or rockets.

## Rocket Barriers Designed

The Executive Officer of the USS *Badoeng Strait* has designed a practical solution to the problem of stopping rockets that are projected forward on the flight deck from arrested aircraft—a rocket barrier.

The barrier is formed by using seven cargo nets: four nets on the port side of the deck and three on the starboard side. These nets are spread out, rolled into cylindrical bundles and lashed together.



DECK crewmen rig rocket barrier across deck for plane with "hung" rockets aboard



PLANE comes in and rocket starts getaway toward forward flight deck as plane stops



ROCKET is stopped successfully and crewmen rush to remove it from the barrier



KULA GULF'S PORTABLE FORK LIFT ELEVATOR

## Homemade Mobile Elevator

The USS *Kula Gulf's* hangar deck crew have designed and built a portable elevator platform which can be hooked to any fork lift. Working on aircraft engines, painting the overhead, and doing other hard-to-reach jobs are now easy to do.

ChMach D. A. Henderson, the hangar deck officer, got the idea of turning scrap metal into an elevator when faced with the ever-recurring job of rigging ladders and scaffolds on the hangar deck. His portable elevator is moved and raised by the carrier's standard fork lift, and it attached to it by apertures which allow easy removal.

The elevator is 40 inches square, and is surrounded by a waist-high guard rail for safety. A nine-inch high wire mesh around the bottom of the elevator's platform prevents tools from accidentally dropping to the deck. Four 36 inch sturdily braced legs are under the platform. At the ends of the legs are the apertures into which the lift's forks slip.

## 6,000 Shots on CVL Monterey

The USS *Monterey*, CVL-26, recently made its 6,000th catapulting, with Lt. Charles M. Pickens, its catapult officer, making that "shot". It is interesting to note that in compiling this record the *Monterey* has not suffered a single casualty.

The *Monterey* was taken out of the mothball fleet and recommissioned in January, 1951, being assigned to the Naval Air Training Command at Pensacola.

More than 21,000 landings have been made and 1168 planes were catapulted. Eighteen hundred and sixty-one students have qualified on the *Monterey's* flight deck to date. Her 6,000th catapulting puts the ship among the leaders in the Navy's carrier fleet in that field. Since most planes are flown off the deck in routine operations, the leaders in take-offs claim between 30,000 to 40,000 fly-offs.

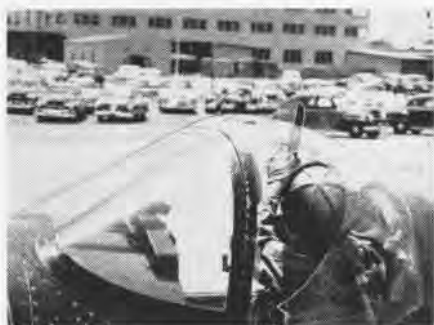
## Material Disposal Principle

From time to time, Aircraft Engine Changes, Engine Bulletins and Technical Orders authorize certain materials for disposal (scrap, etc.). But, according to Aviation Supply Office, materials so designated shall be disposed of *only* when these items appear on the List of Deleted Items (Drop List) as coded "D" or "DC" items.

Certain materials while disposable in terms of one application may be serviceable for another. No action should be taken to dispose of them until they are on the Drop List.



A PILOT can release himself in 30 seconds if his canopy sticks. Enr. Milliard Ball of VF-173 at NAS Jacksonville, cuts himself free from an F4U-4 Corsair fighter by using an issue knife which



comes as part of standard flight gear. In picture one he smashes canopy with butt end of knife; in picture two he cuts canopy with knife blade; in last picture he emerges through top in 30 seconds

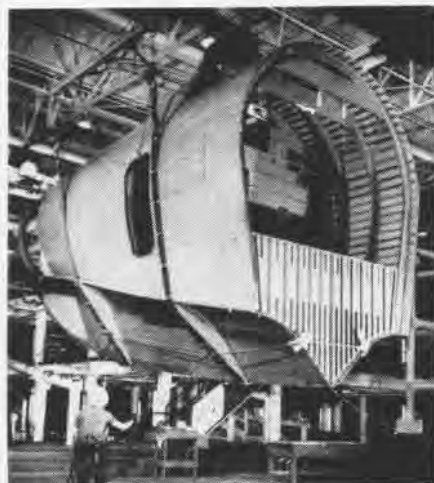


## Homecoming Welcome Warm

Only about 20 miles separated the USS Princeton in Yokosuka from NAS ATSUMI where an F9F stood waiting for ferry to the Princeton's CAG-19. Lt. E. Fritz Roth got the assignment. Fate stretched an easy afternoon's assignment into a nine-day jaunt.

Foul weather and ship's movements were the villains of this Far Eastern ferry tale. Because of them Roth was forced to make the "easy" trip via ITAZUKE AFB in southern Japan, and K18 and K3 airstrips in South Korea.

Roth's CO, Cdr. John Sweeny of VF-191, waxed impatient for the no-showing pilot and plane. A welcome sign was hung in the readyroom for the returning "hero." Each morning at quarters a new date and a big question mark were added to the sign. Finally on the ninth day, Roth made it with Lt. Andrew J. McClure waving him aboard. Roth had never had such an occasion made of his return.



NOSE SECTION of the new R3Y turboprop cargo flying boat being built by Convair for the Navy is launched from its giant construction jig. The 80-ton R3Y is a cargo counterpart of the XP5Y-1 seaplane. It will fly at high altitudes, with top speed of more than 350 miles an hour. It can be a troop carrier, air ambulance or passenger transport. The R3Y is now in production.



UPTEGROVE AND JEFFRIES, AD3, STUDY DEVICES

## VC-5 Makes New AJ-1 Tools

Proof that American ingenuity still flourishes are the tools and special services used on the AJ-1 Savage bombers of Composite Squadron Five at NAS JACKSONVILLE. John H. Uptegrove, ADC, designed them.

When the factory sling hoist used in maintenance work proved inadequate for the AJ-1, Uptegrove had a "belly stand" hoist, used with a bomb hoist, constructed. Not only is it less bulky and much lighter, but it can be used without regard to overhead construction.

Uptegrove also designed a new propeller shaft wrench that provides firm leverage. He also made a prop dome wrench.

A work team system Chief Uptegrove used while a member of VR-8 in 1947 when the unit was participating in the Berlin airlift, is now being used in VC-5. For his maintenance work with VR-8, he was commended.

## Quick Replacement Effected

Men of the Checkerboard squadron of the 1st Marine Air Wing are known by this trade-mark—the wearing of bright-colored scarves. According to Capt. William D. Smart, nothing is going to interfere with this custom.

Capt. Smart was on a routine rail-cutting interdiction from his base carrier, the Baiyoko. His plane was hit and

the Leatherneck pilot was forced to parachute over enemy territory.

He was taken prisoner by two Communist soldiers. These captors took, among other items, the captain's gay neckpiece. Shortly after his scarf was looted, Capt. Smart was rescued by helicopter and was flown safely to Japan.

Upon his arrival in Japan, the pilot quickly donned another checkered scarf.

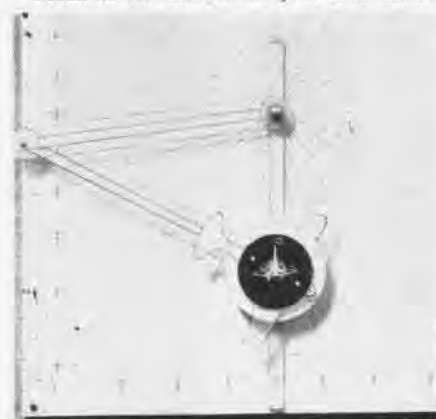
## Device Aids Link Training

NAS QUONSET POINT—A training device to help Link trainer instructors to teach basic principles and procedures used in radio direction finding has been developed by the Aviation Training Aids Unit here.

James T. Kiernan, TDAN, developed and constructed the device, which has been in daily use at the unit. By its use, considerable time is saved and pilots appear to grasp the details of this system of aerial navigation more readily.

It consists of a board 30" square or diameter, if round, with a post mounted in the center to represent the station. Ten-degree radians go out from this point around the compass and are labeled with the magnetic inbound heading.

Mounted on the station post is a station



RADIO NAVIGATION TAUGHT BY NEW CHART

bearing arm. This arm rotates freely, and on it a plane mount slides freely along its length. The plane mount is a built-up block with a rectangular hole to allow it to ride along the arm.

Technical details of the device construction are available at the Special Devices Center, Port Washington, N. Y.



# LETTERS

SIRS:

In your May issue, Cdr. W. T. O'Dowd inquires whether VP-731's average of 778.1 hours per month is a record of a six-month WestPac tour in PBM's.

During 1945, I was Air Combat Intelligence Officer for VPB-27, and our war diary for March through August that year shows we logged 9,445.1 airborne hours for an average of 1,574.1 per month. This was during the Okinawa campaign operating PBM-5's from tenders. There were no beaching facilities.

The tally by months may interest you:

|        |         |
|--------|---------|
| March  | 993.3   |
| April  | 2,182.0 |
| May    | 1,539.1 |
| June   | 1,713.3 |
| July   | 1,747.1 |
| August | 1,270.3 |

Total 9,445.1

WILLIAM T. BAILEY, LCDR., USNR

STAFF, COMMANDER 7TH FLEET



SIRS:

Since the letters on accident-free carrier landings have appeared in NANews, we would like to submit a bit of information.

While operating with Air Group 15 aboard the USS *Antietam* from August 1951 through March 1952, VC-35 DET. D completed 350 carrier landings, 95 of which were made at night, without a single barrier or deck crash.

The officer-in-charge was Lt. R. C. Bartlett, Jr., and the other pilots were Lts. (jg) Leo J. Garodz, E. F. Delmanowski, Norman K. Donahoe, R. R. Hensley, and James D. Whyte. These six pilots also have an aggregate total of 883 accident-free carrier landings of which 140 are night landings.

L. J. GARODZ  
OPERATIONS OFFICER



WHO WANTS a job as puppy-sitter? Brounie, mascot at NAMC Philadelphia, entrusts her family to Jack Houseberger while she relaxes. She used the gas shack at Mustin Field as Maternity Ward, introducing the pups to a world of props, jets, gas trucks



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SIRS:

In reply to the VP-731 letter in the May issue regarding a possible record for flight time, we would like to offer some figures.

Under the command of Cdr. W. H. Chester, VP-892 deployed toward the western Pacific in February 1952. Operating in three widely scattered detachments, we have flown an average of 989.05 hours in February, March, April and May.

During the month of May, VP-892 flew a total of 1372.3 accident-free hours! Obviously such an achievement was obtained through the cooperation of every department in the squadron, plus the able assistance of FASRON-119 and two tenders, USS *Pine Island*, AV-12, and USS *Corson*, AVP-37. It is believed this represents an all-time record for a single month's operation for patrol squadrons in the Pacific Fleet.

VP-892 is extremely proud of its achievement as it represents the results of a concerted effort by all hands, officers and men, working toward the attainment of a common objective.

A. H. GILLAND, LT. (JG), USNR  
VP-892



SIRS:

I would like to set the record straight as to whether or not a TBF or TBM aircraft was ever equipped with two 50-caliber guns synchronized to fire through the prop. This was a question on the *Letters* page of the May 1952 issue.

I personally know of one airplane, a TBF-1, which was equipped with two 50-caliber guns mounted on the wings near the wing roots, which were synchronized to fire through the propeller. Despite the statement that such an installation "would change the center of gravity, require different synchronization and beefed-up structure to take the heavier gun," the job was accomplished by one carrier squadron in the forward area early in WWII.

It was admittedly a jury-rig, but strangely enough, it had no noticeable adverse effect on the airplane's performance. Only one plane was so equipped; the reason for this being that we could not find enough 50-caliber guns and other necessary parts to modify more than one airplane.

JAMES W. MCCONNAUGHAY  
COMMANDER, USN

WASHINGTON, D. C.



SIRS:

We believe the *Red Rippers* have broken another record—in this instance, concerning flight time. At midnight on 30 April our last *Banshee* landed, bringing our total flight time for the month to 1189.1 hours for F2H-2 aircraft alone. In addition to this, another 135.8 hours of instrument training were flown in the squadron SNB-5.

Incidentally, another competitive gunnery exercise was held this month.

GEORGE C. TALLEY, LT., USN

VF-11

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### ● THE COVER

The USS *Coral Sea* (CVB-43) sent in this picture of the landing signal officer bringing a plane aboard during night operations somewhere in the Med. Yes, the plane made it.

### ● SUBSCRIPTIONS

An unclassified edition of Naval Aviation News, containing special articles of interest to Reserves, is available on subscription for \$2 a year through Superintendent of Documents, Government Printing Office, Washington 25, D. C. Changes of address for this edition should be sent to the above address.

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## SQUADRON INSIGNIA

SQUADRON INSIGNIA presented this month include VP-3, an ASW squadron, as a flying cat attacking a canary representing a submarine. Next is another cat, black with green eyes, charging from lightning filled clouds, the insignia of VF-733. Then VC-61, a photographic outfit, shows wings carrying an aerial camera over an aircraft carrier, encircled with the three primary colors used in color photography; fiduciary marks indicate world-wide coverage. The Gladiators, helmet with arrow, belongs to Fighter Squadron 62.



VP-3



VF-733



VC-61



VF-62



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