NAVAL AVIATION NEWS

JULY 1952

SHARE THIS COPY

TREND IS TOWARD SWEEP

Newest addition to the Navy fighter lists is the F9F-6 Cougar, shown above flying above the F9F-5. Another swept-wing fighter is the new de Havilland D. H. 110 Vixen with two Avons. Note off-center cockpit.

A CORSAIR LANDING ABOARD THE VALLEY FORGE LOOKS LIKE A DRAGONFLY ALIGHTING IN THIS SHOT MADE FROM THE FANTAIL

THE WAR

Critical Touch

A little more pressure on the striking pin of the bomb would have spelled disaster, but that is the chance Ralph V. O'Dell, AO1, took to prevent an explosion.

O'Dell, a member of the bomb disposal crew of the *Boxer,* can with perfect calmness show how he used his finger to block the fuse of an armed bomb, but it was a tense moment when he found himself a finger length from disaster.

The bomb was exceptionally sensitive after bouncing up the deck from a landing plane. A little pressure on the striking pin could have detonated it.

O'Dell took the dangerous fuze out after substituting a piece of wood in the space where he had his finger.

Accidental Economy

It may not have been planned economy for Lt. Murdoch McLeod, but on a recent mission he netted several hits for the price of one.

Accompanied by other elements of VF-194 from the *Valley Forge,* Lt. McLeod was flying a strike mission north of Wonsan when he spotted a highway bridge that spanned a double set of railroad tracks. Nosing his *Skyraider* over into a dive he screamed down on the target and released a single 1000 lb. bomb.

The half-ton projectile knifed cleanly through the pavement and exploded beneath the bridge, sending shattered fragments of the structure high into the air. But that wasn't all.

Two locomotives hidden beneath the bridge were gutted by the blast, and several loaded boxcars, similarly concealed, burst into flames soon after.

Economist McLeod's "kill" was verified by other members of the flight who swooped down to investigate the fiercely burning wreckage.

Essex Eye-Opener

"The fightenest ship in the Navy", the USS *Essex,* came up with an eye-opener recently when she compared her Korean war record with her record of World War II.

Since the *Essex* went into Korean combat as part of Task Force 77, her planes have fired more ammunition than they did in the Pacific. In less than five months over 5,000 tons of bombs have been dropped on Communist facilities by planes from her decks. This almost doubles the amount of ammunition expended during the 16-month period of April 1944 to August 1945. The *Essex* has used 2,500 rockets and over one million rounds of 20mm shells.

Some of her hits during these five months show 200 bridges blown up, railroad track cut in 2,545 places, and 2,247 enemy troops killed.

Air Group Five, composed of *Skyraider, Corsair, Panther* and *Banshee* squadrons, operated from the carrier during this combat period. Capt. Austin W. Wheelock commanded the *Essex* from recommissioning until this January when he was relieved by Capt. W. R. Rodee. The ship remains in combat.

COMMIES *are fascinated by LCdr. Schreiber whose plane was hit on 15 of 41 missions*

Communist Target

When LCdr. R. S. Schreiber landed his flak-riddled *Skyraider* aboard the *Valley Forge* recently, he completed his 41st mission over enemy territory and came back in a damaged plane for the 15th time.

Since beginning operations off the eastern coast of Korea last December, he has been fired on and hit by North Korean gunners on more than one out of every three flights he has flown. He picked up four more bullet holes in his recent bridge-busting strike near Hogwon.

But despite his close shaves, LCdr. Schreiber, CO of VF-194, has never been hit himself nor had to make a forced landing. His fellow pilots call him "Ichiban Flak-catcher," meaning the Commies' favorite target.

Jet Jockies Joke

VF-52 skipper, LCdr. James J. Kinsella, and three of his *Panther*men, Lt. Irving A. Robinson, Lt. Paul A. Hayek and Ens. Lester R. Smith, arrived back at their carrier from a Korean strike to be greeted by a fouled deck on the USS *Valley Forge*.

Since both the sun and their remaining fuel were low, the jetmen set down for the night on the close-up USS *Philippine Sea*. The fact that next morning was April Fools' Day had no particular significance to the *Valley Forgers* until they got a glimpse of their planes.

During the night, the *Phil Sea's* VF-112 had broken out paint brushes and disguised the VF-52 *Panthers* as their own. To further express the sign painters art, two foot high letters "Jig-Jig's Jovial Jet Jockies", "Light Smokes at This End", "April Fool", and other gaudy art graced the *Valley Forge* jets.

Down Memory Lane

A surprise awaited VF-63 pilot, Lt. (jg) A. E. Rice when his squadron reported aboard the *Boxer* recently.

He discovered the first squadron combat flight schedule he authored in September still taped to the squadron duty officer's desk in ready room four.

"It could be a sign of an inefficient field day or a tribute to my planning ability," Rice chuckled.

Operation "Butterfly"

A recent deployment of the Staff, FairWing 6, from the NAS ATSUGI, Japan to the seaplane tender, *Salisbury Sound*, was given the code name of *Operation Butterfly*.

Living up to its watchword "mobility", the fliers transported personnel, equipment and materiel overland by truck and bus to Yokosuka where the ship was berthed. The whole move was accomplished in 36 hours.

All hands on the staff, including Capt. Julian D. Greer, Commander FairWing 6, teamed up to carry out *Op Butterfly*.

Movements of this sort are nothing new to the staff. Since FairWing 6 was commissioned in Tokyo, August 4, 1950, they have been aboard the *Gardiners Bay*, (AVP-39), the *Curtiss* (AV-4), the *Pine Island* (AV-12), as well as a previous tour on the *Salisbury Sound*.

Prior to this latest move, the staff had been based ashore for almost a year at Atsugi.

ON LEAVE *in Japan, AN Bob Boals of carrier Valley Forge shows waitresses motorcycle*

Homeward Bound

After serving nine months aboard the *Antietam*, Helicopter Unit 16 of HU-1 is returning to the US.

Since July, 1951, when the unit boarded the carrier, six aircraft pilots have been rescued and brought to safe havens by their "whirly-birds". In addition, 238 passengers have been carried, 8,682 pounds of guard mail and more than 15,000 lbs. of priority freight transported.

Lt. J. F. Wilson and Lt. J. A. Jenkins are pilots with the unit. Both men are former fighter pilots.

Shown standing in the picture are members of the crew (l. to r.) Ray,

PLANES *of Kinsella, Smith, pilots of the carrier Valley Forge were 'decorated' when they landed aboard USS Philippine Sea*

TOM McCORMICK, AN, *going to flight training, gets word from cousin and squadron mate, jet pilot Lt. (jg) Fallon; both on Phil Sea*

MEMBERS *of Helicopter Unit 16, Ray, Biesinger, Meek, Ferreira, Harwood, Lt. Jenkins, and (kneeling) Ullery, Scriven, ready for home*

OH BROTHER! *Is there no end? AN Jack Paulson of the USS Philippine Sea, surveys the 500-lb. bombs to be moved to the flight deck*

Biesinger, Meek, Ferreira, Harwood and Lt. Jenkins. Kneeling are Ullery and Scrivan. Not present, when the photo was taken were Lt. Wilson and AM Starnes.

The Unit will be based at Ream Field near San Diego where Helicopter Squadron One is stationed.

Enemy Jato

The Communists weren't trying to do a favor, but their artillery fire gave a "jet assist" to the helicopter carrying Col. T. A. Culhane, Jr., commanding the Fifth Marine Regiment, as he was leaving the front lines after an inspection.

The Colonel's craft had risen a scant ten feet over the handerchief-size landing strip when an artillery round zoomed in and exploded under the helicopter. Fragments from the shell-burst missed the machine but the blast bounced the 'copter into the air, well out of range of the next two rounds that followed immediately.

Korean Pioneer

Climaxing a colorful career by "pioneering" in Korea is MSgt. Sidney R. Wooley. The *Leatherneck* is 47 years young and 23 of these years have been spent in the Marines.

Wooley has spent the past 19 years in aviation and is proud to be the oldest enlisted pilot still flying with the Corps. He is now winging over North Korean skies with the first transport helicopter squadron to see combat action.

Stationed with the 1st Marine Aircraft Wing since October, 1951, the veteran pilot has been flying blood and vital supplies to front line troops. He also flies military officials on "birds-eye" battle-front inspections.

Wooley is used to his role as a pioneer in aviation. He was one of the first pilots to test the famous *Tigercat* night fighter. This fighter-bomber is one of the planes nightly spreading destruction behind Communist lines in Korea.

When Wooley was earning his wings at Pensacola in 1933, he recalls that the helicopter was a new invention which some considered as impractical. Now he is learning how practical it turned out.

'Lorelei' Linda

Pilots returning to the *Antietam* recently had reason to believe that a "Lorelei" had sneaked aboard the carrier in their absence and was "talking them home."

The feminine voice they heard was that of Mrs. Linda Beech who, with her husband, Keyes Beech, paid a brief unannounced visit to the *Antietam*. The couple came out to the ship via helicopter to get some stories; both are accredited correspondents for the UN Command.

Attractive Linda Beech was taken on a fast-paced tour of the vessel. She was at Air Plot just when the first afternoon hop was due to come in. Someone suggested that she give the signal to land.

Linda gave the call! "Hello, zero two *Antietam*, this is *Antietam*, your signal Charlie; preferred order of landing Victory (giggle) Victor Fox first, over."

Dead silence followed while the impact settled. Then a low throbbing whistle from every plane in the air, while apparently only one, LCdr. S. T. Bitting, leader of the flight, could find sufficient command of his voice to answer, "Wow!! R-r-r-a-h-j-a!"

THIS *tailless Panther was brought back by Lt. Laturno after rugged flak over Korea*

All Dressed Up

One *Corsair* pilot went on a combat mission over North Korea rightfully dressed as a Marine major. He returned to his carrier, the *Bairoko*, the next day via helicopter and garbed in the uniform of a commander in the Australian Navy.

Between take-off and return Maj. Alexander Walker was victim of an enemy burst of fire. He was flying low when his plane was hit. He was wounded in the elbow and upper leg but managed to fly his crippled aircraft over the Yellow Sea.

A crew from the British frigate, *Cardigan Bay*, rescued him. The *Bay* sent out a whaleboat which reached the downed pilot in less than six minutes.

After first aid treatment aboard the frigate Walker was transferred to the Australian destroyer, *Bataan*. There the skipper, Cdr. W. S. Bracegirdleo, realized that his guest was clothed only in his longhandles. Walker's outer clothing had been soaked and removed in treating his wounds. Bracegirdleo thought this was no way for his guest to be returned to his ship. Therefore the Australian skipper lent his dress uniform—the one he was married in—to Maj. Walker.

The *Corsair* pilot was flown to the USS *Bairoko* via helicopter, resplendent in the full dress uniform of a commander of the Royal Australian Navy.

GRAMPAW PETTIBONE

Age vs. Safety

Some years ago an officer, newly assigned to the Aviation Safety Section, answered the telephone and was amazed when a voice on the other end of the line asked how many pilots would be killed during the coming fiscal year. His reply was something like, "I'll tell you, Mac, you'd better call back tomorrow. I don't have my crystal ball out today."

Actually he could have replied, "What sort of pilots are you asking about, young studs, old fuds, or Lieutenant Commanders?" . . . and then could have given some pretty accurate predictions.

Most pilots know that Navy aircraft accident rates are usually computed to show a rate per 10,000 hours of flight. However, this is only one of many ways of measuring safety. Most airlines, for example, compute their rates to show the number of accidents per million passenger miles flown.

Once a year we calculate the Navy fatal accident rates on an entirely different basis. These calculations should be of interest to all Naval Aviators since they give a direct indication of their life expectancy.

This rate shows the number of pilots killed per 1,000 employed on active duty during the year. It is further broken down to show variations in the rates for various age groups. Because this has been done for a number of years, it is possible to know with a fair degree of accuracy just how many of us will still be around these parts at the end of the year.

Much of the information in this annual study is classified, but it is no secret that these rates show that the most hazardous years are the first two or three immediately following the completion of basic flight training. There are a number of reasons for this. In the first place, most new aviators are immediately assigned to operational squadrons, and in the second place the old law of survival of the most fit is at work. If a pilot practices sound airmanship, resists the urge to show off and to take unnecessary risks during his first tour of fleet duty, his chances of survival can be very good. When he goes out for his second tour of sea duty, these safety habits will be almost instinctive.

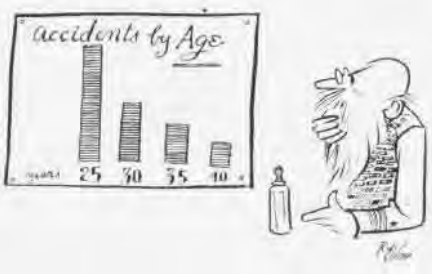
By the time he goes out for his third tour, possibly as C.O. of a fighter squadron this time, he has learned a lot of

answers the hard way. He has seen friends, whose techniques were just as good as his, get killed because they allowed someone to rush them on takeoff, or because they were so determined to get a hit that they pulled out too low on a practice dive, or because they were confident that the weather would be good at the other end of the line—even though the aerologists thought otherwise.

In short, the older pilot has acquired a sort of "built-in life insurance". It makes him a little less bold, but a good deal more likely to make the right decisions in an emergency. He takes risks, but they are pretty carefully calculated. They're not the needless variety that result in flathatting accidents. He makes mistakes now and then as everyone does who flies but he doesn't make the fatal variety. Most important of all, he will be less likely to pile one mistake on top of another—and that's the thing that kills a good many young pilots when they get in a jam.

If you haven't arrived at this state yet, get in the habit of asking yourself, "What will I do if this happens or that happens?" When you find that the answer is, "Bub, if that happens, there's just nothing you can do," that's the time to revise your plans.

Always leave yourself a way out if you want to live to enjoy your retirement benefits.



They Had the Word

Sometimes the stack of incoming accident reports can be pretty discouraging, particularly when a pilot gets killed doing something that we warned against the week before. But once in a while a crash occurs that is downright encouraging. Here's one that just came in:

The pilot of an R5C with a crew of 5 and 16 passengers had filed an instrument flight plan from NAS DALLAS to MCAS CHERRY POINT, N. C. The Dallas weather was 1500 overcast at time of takeoff. The pilot of the R5C had just reported passing 5,000 feet in his climb out, when a crew member informed him that the port engine was on fire.

The engine was shut down but the propeller would not feather. The CO_2 fire extinguisher had only a temporary effect on the fire.

The pilot started a 180° turn to return to Dallas. Midway in the turn the engine fell free of the aircraft. The fire continued to burn in the leading edge of the wing and the pilot gave the order to "bail-out".

Here's the Plane Captain's version of what happened in the passenger compartment during this emergency:

"All passengers and crew members were instructed to adjust their harnesses and to hold their positions in the aircraft preparatory to adjusting their parachutes to the harnesses. The command was then given by the pilot to abandon the aircraft. I passed the word to the radioman to prepare all passengers for the jump. He opened the cargo door and stood by. All passengers and crew members had been *thoroughly briefed by the pilot prior to the flight* as to the correct procedure to follow in the event of having to abandon the aircraft. Everyone followed the first man out in an orderly manner. The radioman assisted in getting the hesitant passengers to jump by holding the ripcord handle of their chutes and then pushing them out.

"After all passengers and crew had bailed-out, I informed the pilot and he ordered me out of the aircraft. The pilot was the only one aboard the aircraft when I jumped and he was at the controls. I jumped at approximately 1,000 feet."

The pilot then headed the burning plane for an open field and jumped at about 500 feet. He landed about 100

yards from the spot where the R5C hit and exploded.

Grampaw Pettibone Says:

All the chutes opened, but unfortunately there was a 35-40 knot wind blowing and the passengers had difficulty spilling the wind from their chutes after landing. There were two fatalities and one fairly serious injury to persons being dragged by their parachutes in the strong gusty wind.

However, under the circumstances, I think that 19 survivors out of a total of 21 was nothing short of remarkable. Only three minutes elapsed from the time the fire was discovered until the pilot was able to jump as the last man out.

I feel sure that many of the surviving passengers owe their lives to the fact that they were carefully briefed on the correct bail-out procedures prior to takeoff.

Move Over, George

The following is quoted from the statement of an F9F-2 pilot after an accident in which one wheel collapsed during an otherwise normal carrier landing:

"The gear lever was placed in the down position approximately abeam of the ship at the end of a 360 degree turn. Speed was about 160 knots at this point. The wheel down indicators were not checked and the amber warning light was not observed. The approach was continued normally across the bow to the downwind leg. The landing gear position indicator was observed showing a 'Yoke' flag in the port window at about the 45° position shortly before entering the groove. I had already been picked up by the LSO. No attempt was made to take a wave off, assuming that a 'Roger' constituted a gear down and locked check. A landing was made after the cut and the port gear collapsed on the rollout.

"This accident could have been avoided by completing the checkoff list or taking a wave-off when the 'Yoke' indication was noticed. The assumption that a signal received from the LSO indicated that the gear was down and locked was my own and was not based on anything learned heretofore."

Grampaw Pettibone Says:

Well, that's encouraging. For a minute I wondered who had been passing out the garbled word to youthful aviators.

An LSO can do a lot of things for you, but he can't look at your wheel indicators and take a wave-off for you if they show that one wheel isn't fully down and locked.

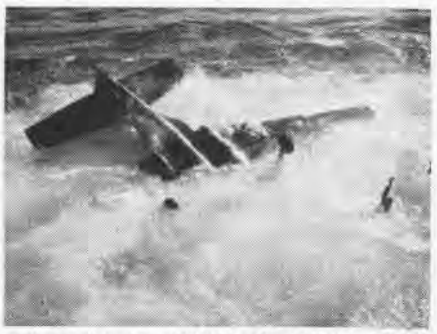
Fortunately, the damage in this case was limited to a scraped wing tip tank. The pilot's mental blackout may have been tied in with the fact that the flight was being conducted as a demonstration for foreign observers, and he was naturally hoping to get a cut on his first pass.

P.S. Move over a little, George, we just found another man who "cannot tell a lie."

The "Half-Shot" Banshee

THE PILOT QUICKLY JETTISONS THE TIP TANKS

THEN HE DITCHES WITH A TREMENDOUS SPLASH



OUT SAFELY, HE SIGNALS FOR RESCUE COPTER

HERE COMES THE HUP TO PICK UP THE PILOT

The pilot of the F2H-2 pictured here was the victim of a material failure of the H-8 *catapult*. The runaway shot preventer switch failed, resulting in premature cut off of power to the shuttle. About half way down the catapult track the bridle fell from the catapult.

Glancing at his airspeed indicator as he went over the bow the pilot saw that he had 90 knots—not enough to remain airborne. His ditching technique in these circumstances is considered to be exactly correct.

He concentrated on keeping his wings level and maintaining a minimum rate of descent. As quickly as possible he jettisoned his full drop tanks. Wheels were not raised, becaused in this model such action *increases* the drag immediately as the wheel well doors open before the main landing gear can begin retracting. Because of the short duration of the flight (3 seconds) there was insufficient time to permit "milking" the flaps up to the recommended half-way position.

His shoulder harness, safety belt, and protective helmet were very effective in preventing injury. The life vest was used during his momentary wait for pick up by the helicopter.

What, No Catsup?

What will they think of next? Word has just been received of a new survival manual to be printed on "wax-coated, edible paper". The wax coating, it is said, "will enable a survivor to start a fire and the paper itself will assist in overcoming the pangs of hunger."

Grampaw Pettibone Says:

You know this idea has tremendous possibilities. Perhaps future editions could be planned with different flavors for the individual pages. Then you could slip a couple of chicken-flavored pages in between bun-flavored covers of the booklet and really go to town—especially if the printer had thought to include a few green and red pages to take care of the lettuce and catsup.

I assume that the manual will have an introduction which points out the desirability of mentally digesting the survival suggestions before having lunch.

Why not go a step further and use this same type paper for inter-office memoranda? Every morning my incoming basket is piled high with communications from other offices in the Navy Department. It would be nice to be able to write something like this on the route sheets:

"Basic correspondence is being retained internally. Paragraph 2(a) did not agree with the division director, but I found page 4 delicious.

"P.S. Please ask your secretary to refrain from using the prime-ribs-of-beef route sheets on correspondence which may reach this office on Fridays. Our messenger is a margin-nibbler and we don't want to tempt him unnecessarily. Hope you like our directive of the 21st. It was designed to please the front office and hence may be a little heavy on the garlic. If so, why don't you tear out page 3 before eating?"

WOMEN IN AVIATION VOLUNTEER ESSENTIAL SERVICES

WITH LITTLE or no trepidation, Lt. Gladys Brewer of NAS QUONSET POINT recently stepped into the "Thing" and prepared to take the ride of her life. None the worse for her explosive trip in Quonset's ejection seat trainer, she became the first WAVE to become a member of the exclusive Order of Military Instantaneous Acceleration Society.

The precedent set by Lt. Brewer is only one of the many "firsts" which WAVES have established during their first ten years of existence. This month on 30 July the WAVES celebrate their tenth anniversary, bringing to a close a decade in which they were an integral and indispensable part of the United States Navy.

Battle-hardened old salts, returning from a tour of sea duty, no longer express any surprise at finding women assigned to important jobs in aviation units. Although the men still outnumber their blue-clad, white-capped sisters by more than 100 to one, the WAVES are holding their own in occupations which formerly were considered men's fields. As they begin their eleventh year, the women of the Navy have established a young but proud tradition.

WAVES at naval air stations throughout the United States are being utilized in almost every department in a variety of duties. For instance, Lt. Brewer, who mastered the ejection seat trainer, is attached to the Flight Physiology Section of the Medical Department at NAS QUONSET POINT. She has been instructing pilots in the physiological aspects, procedures for use and the mechanics of the ejection seat.

Today approximately 13 percent of WAVE recruit graduates are selected for airman training. Upon completing this training, the women are either assigned to naval air activities ashore or they attend one of the aviation technical schools. Dream job for many non-rated personnel is assignment to an aviation transport squadron as a flight orderly. WAVES who hold these billets are eligible for flight pay.

CONTROL TOWER OPERATORS, THE NAVY'S AIR POLICEMEN, GIVE INSTRUCTIONS TO PILOTS

Graduation from one of the aviation schools leads to assignment in some of the most vital and interesting billets the Navy has to offer. Just as the technical schools have gone coeducational, the girls find themselves working right alongside the men after graduation, standing identical watches and striking for the same rates.

As an Air Controlman, the technical school graduate finds herself assigned to the Operations Department at an air station, controlling air traffic by means of radio, flashing lights and flag hoists. Or she may become an Aerographer's Mate, exploring the sky with instruments such as barometers, anemometers and ceilometers.

The WAVE who becomes a Parachute Rigger must volunteer for such duty and must be willing to test her work by making a parachute jump before graduation. Other specific aviation billets open to WAVES are aviation storekeepers, aviation electronics technicians and tradevmen.

There are WAVES in all the support facilities aboard naval air stations too. The dispensary, communications, supply, disbursing, library, chaplain's office and Navy exchange have been influenced by the feminine touch. On this tenth anniversary, every WAVE can look back on a record of helping to improve Navy efficiency. They can take credit too for helping shape the future of our country.

FLIGHT ORDERLY BRANCH LOADS FOOD ABOARD

MARIAN STREETER, AG2 (T), RELEASES BALLOON

LT. BREWER GETS CHECKOUT IN EJECTION SEAT

'NO P.G. FOR ME!'

EVERY year about the time of the big Spring thaw and the turning of a young man's fancy, the Bureau of Naval Personnel send out "BUPERS Circular Letter Umpty-ump," announcing the schedule of postgraduate courses to be convened the following year.

In days gone by, the publication of that annual letter was almost a case of throw it and duck. It no sooner saw the light of day than applications for enrollment in the courses offered came pouring into BuPers like water from a Size 12 boot. The competition was terrific. One had to have been a "star" man or nearly so to stand any reasonable chance of having his request for enrollment approved. Even some of those in the fringe areas of a starring academic record were not accepted the first time they applied and had to try it again the following year.

How different it is today—particularly where the aeronautical technical courses are concerned. You may have noticed, during the last few years, that the reaction to the annual letter has been so apathetic that a supplementary ALNAV has gone out, saying:

"Additional applications desired . . . aeronautical engineering, aeronautical engineering (armament), aernoautical engineering (electrical), aeronautical engineering (electronics) . . . etc."

Why Is It?

Of course, those of us who finally have qualified as Class II pilots and have a teen-ager or two around the house have heard at least hints to the effect that it's a wonder we ever got beyond the third grade in grammar school. Could it be that we in that category actually needed a PG course to bring us up to the intelligence level of Johnny in Junior high, and that nowadays a PG course is just a lily-gilding proposition? Frankly, we doubt it—and frequently our doubts are confirmed. Every now and then, for example, we find ourselves scheduled to confer with someone like Jack B. Nimble, Ph.D., and we envision the good Doctor as a

IN DAYS *gone by, the publication of a BuPers circular letter announcing postgraduate courses was a case of throw it and duck*

WHY ARE YOUNG AVIATORS CONTENT WITH NO MORE THAN B.S. DEGREE?

scholarly gentleman with at least a suspicion of gray about the temples.

But who shows up as Dr. Nimble? About half of the time, he is the least doctor-looking person in the room. Very seldom is he the one man in five who shaves every day. Very often he is a bright-eyed, pink-cheeked young fellow who, were he in uniform, would look very much out of character with more than a stripe and a half on his sleeve.

It must be, therefore, that some young men feel that higher education is not superfluous. From their ever-increasing numbers it appears that many of them—particularly in civilian life, where the competition is much keener than in the Navy—feel that just graduate level education is not enough, even for their individual needs.

So *why is it* that so many young naval aviators appear either to be perfectly satisfied with no more than a college diploma or actually unwilling to seek the training the PG system offers?

During the last several years, many officers have been heard to advance arguments in support of their contentions that they should not—or their reasons why they did not—apply for postgraduate instruction. In the paragraphs which follow, some of the arguments are stated—in substance if not always in tenor. Following each statement is a counter argument or reply. It may be worth your while to read them over.

If I take a PG course they will make me an AED, and I prefer to retain my unrestricted status.

Except for retiring you, discharging you, or lifting or clipping your wings for due cause, nobody can take you out of the unrestricted category against your will if you hold a permanent commission in the Navy. Nobody can *make* you an AED.

Now don't feel that you have escaped a fate worse than something or other. You don't "escape" AED. It is not something to escape. In fact, you may not be accepted for the designation even though you beg for it. Some very fine officers have knocked repeatedly at the gate of the AED compound but have been denied entry. Why? Because the law of the land allows only a small percentage of the permanently commissioned line officers in the Navy to be AED at any one time. The actual numbers permitted in each grade are computed once a year, and the vacancies are then determined. As the annual stack of applications for AED always greatly exceeds the number of vacancies, the Board can well afford to be very choosy.

So don't be afraid of being tagged AED against your will. It can't happen. Moreover, re-read the paragraph immediately above, and then re-assess your ego!

I have thought about applying for PG school, but have decided I would rather remain operational.

Be careful. You may have decided to remain operational, but how do you know the Detail Office will honor your "decision". Occasionally, of course, those who make that decision do draw very nice assignments where they are able to get in a lot of flying. But remember that you are in, or nearly in, the "due for shore duty" bracket. If you are the type who probably would get a PG course if you asked for it, you will soon find that there are many billets ashore wherein your talent and ability are sorely needed. You also may discover, perhaps too late, that in a very large number of those billets, the occupant pushes a pencil more often than he does a throttle. Just drop in at any air station or headquarters ashore and compare the wings with desks against the desks with wings. See for youself.

As long as there is some real fighting going on, I'd much rather be heating up a gun barrel than a slipstick.

Remember again that shore duty beckons. If you are fairly sure that it is a year away and that you still will be eligible

IT'S THE DILBERTS WHO THINK THEY WILL BE PICKED FOR AED DUTY

for a PG course at the end of that year, more power to you. The Navy can always use a good fighting man. But don't cut it too close. If you are nearing the end of the period in which you are eligible for PG school, you most probably are nearing the end of your sea tour. If you are in that bracket, look one year—then three, ten, and fifteen years—ahead before you decide against submitting your application.

PG courses these days are far too rough for me. I've been out of school for five or six years now and just couldn't stand the strain of all that academic struggle.

How do you know? Oh—you have talked with someone who just finished a PG course. Did you expect him to report anything less than a terrific battle—and, thereby, imply his superior accomplishment? He's human, you know. Odds are that he tossed in some impressive scientific chatter you never heard before and related a few of the eccentricities of old Doc (Ph.D., that is) Shiskebab who taught the course in "Theory of Systemic Non-linear Suppositions." He may even have had some dope about people bilging the course or having nervous breakdowns. So what? Remember when you first started flight training and, with your own eyes, saw many who didn't complete the course—or even crashed? That didn't scare you out. You made the grade didn't you? Put away that Serutan. There's life in the old bones yet!

Once you take a PG course you've really had it. At sea you get staff duty and ashore you get Washington.

A quick look around should be enough to reveal that the same statement applies to practically every officer who has gone out of his way to do a really bang-up good job—whether he has had a PG course or not. It should be evident that the officers who have demonstrated superior ability are the officers most sought after.

And who are the most effective "seekers"? Those who have the responsibility for making our Navy an effective organization. Ashore the largest single group of them is found in the key jobs in Washington, no farther than a free phone call from the Detail Office. At sea, they are the Fleet and Force Commanders, whose wishes regarding the make-up of their staffs must be given thorough consideration if they are to be held responsible for the effectiveness of the forces they command. But it's not *all* staff at sea and Washington ashore, not by a long shot. "Detail" does see to that—believe it or not.

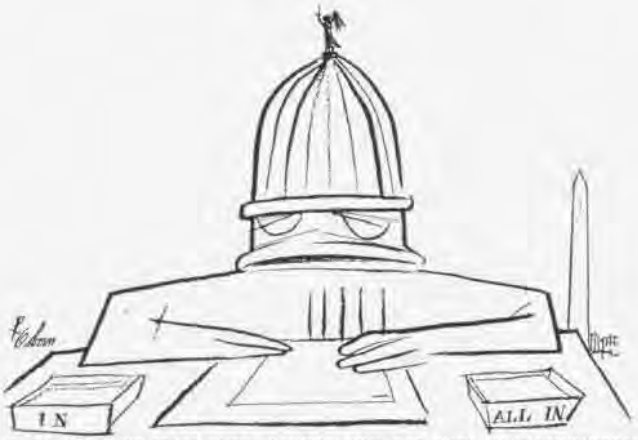
I want a well-rounded career in this Navy. If I take a PG course, I'll become a specialist in spite of myself, and that I don't want.

If you could leap ahead about 10 or 15 years for just a few minutes and look back over your shoulder, you'd see that you have overstated the case. Except for some (not all) of the AED group and a few of the unrestricted, the Navy has no "specialists" who wear the star as a corps device on their sleeves and shoulder boards. Even the majority of the AED's do not spend the rest of their lives just designing airplanes or power plants or radar gear or armament control systems. No indeed, instead they "round out" with experience in industrial planning, plant management, production programming, and fiscal direction.

As for the PG's in the unrestricted group, a few do become "specialists," but only a few of those few do so in spite of themselves. In the main, the major portion of them gain an edge in proficiency in the field of their postgraduate studies, but after about eight or 10 years, the highly technical knowledge they have acquired in school becomes merely the background flavor which supports a wholesome appreciation for the more technical aspects of this Navy life—a better understanding of their job and its tools. In fact, it has often been heard said of the majority of unrestricted PG's that, after about 10 years out of PG school, it doesn't matter a great deal just which course they took—they are capable of doing a good job in practically any assignment commensurate with their rank and status.

Going to PG school is just like getting out of the Navy for two or three years at hard labor. I want to be a Naval officer, and I can't afford that much time out.

OLD BIRD BRAIN CAN'T STAND THE STRAIN OF ACADEMIC STRUGGLE



'AT SEA YOU GET STAFF DUTY: ASHORE YOU GET DUTY IN WASHINGTON'

We've already discussed the hard labor scare, so let's not cling to that bogeyman. As for the time out, why do you take time out to eat, sleep, and get in a bit of recreation and athletics? But how about the condition of what gray matter topside? It reacts somewhat like a muscle, you know. The more you intelligently exercise it, within reason, the stronger and healthier it becomes, and the more it can produce. So, rather than getting out of the Navy, you really would be getting more deeply into it. You would be taking time out to give added nourishment and strength to those mental muscles so that you and the Navy could profit thereby. In fact, if your going to school for two or three years were considered even a potential loss to you, hence, to the Navy, it is extremely doubtful whether Uncle Sam would foot the bill. And the bill comes to an average of about a thousand dollars per student per year of instruction.

What good will I get out of all the work I put into taking a PG course?

Just why are you in this Navy? To get rich? Don't fool yourself. You (meaning all but a very, very few of the many of you toward whom this article is directed) are in this Navy because you want to be in it. You like it. Liking it means you have some pride in it. And having pride in your Navy, you want it to be the best on earth. But who is going to make it the best on earth? Those who merely go along for the ride, or those who pull a bit more than just their own weight in the boat? In this scientific age, the Navy sorely needs officers technically qualified by virtue of having had their inherently keen intellects honed to an even sharper edge on the whetstone of PG School.

But to get back to your question about how much a PG course will do for you. Aside from the professional advantage of having just that much more savvy in your system, think of this: What guarantee do you have that you'll be able to stay in until a retirement age of 62, PG course or not? And with your training to date, how good a billet would you draw aboard the USS *Outside?*

Without doubt, there are many more than just eight reasons why more such officers do not apply for postgraduate training. Until those reasons are brought to light, however, they just hang on like hidden and festering sores which, until they are treated and cured, serve only to undermine a program instituted for the good of the Navy. As far as the various technical courses (in the aeronautical sciences, in particular) are concerned, the Chief of the Bureau of Aeronautics is very much concerned over the scarcity of applications received each year from young aviators who are good PG material.

He wants very much to know what the reasons are, and he wants to do all he can to supply a remedy. In some cases,

'GOING TO PG SCHOOL IS LIKE GETTING OUT OF NAVY FOR HARD LABOR'

WHAT'S IN IT FOR ME IN PUTTING ALL THAT WORK INTO A PG COURSE?

the remedy will be just to indicate wherein the reason is based on lack of information, faulty intepretation, or groundless misapprehension. In other cases, he may find justification for initiating steps to have the system changed. In still other cases, except where strictly personal reasons are involved, he may find valid reasons to which there is no counter. But until he knows the arguments, there is little he can do.

So let's give the Chief a chance to do what he can and wants to do. If you have an argument against PG school, drop a line about it to BUAER. Don't fear a black ball—the Chief of BUAER is looking for assistance, nor scapegoats.

When you write, however, don't ask what a PG course will guarantee you, because in itself it won't guarantee you anything. You yourself have to get in on that formula. On the other hand, your failure to apply for a PG course will guarantee one thing, and one thing only. It will guarantee that you won't acquire a PG level education at the expense of Uncle Sam. Why elect that kind of guarantee?

VR-31 Goes Down Under

Escorts Uruguayan F6F's to Montivideo

A VR-31 R4D and crew departed from regularly scheduled runs out of Norfolk to escort 10 Uruguayan Navy F6Fs to Montivideo in April. The South American piloted *Hellcats* relied on the VR-31ers for spare parts and ground crew help as well as flight escort.

Gitmo, San Juan, Trinidad, Dutch Guiana and several Brazilian locations, including Rio, were RON spots enroute to the River Plata republic. Norfolk was never like this.

Flying Farmer of the Year

Capt. Mills Honored by Private Pilots

A seagoing "flying farmer", Capt. Donald L. Mills, was awarded "Flying Farmer of the Year" honors by the Midwest's 3,000-man private pilot *Flying Farmers* organization. During their recent annual convention at the University of Illinois, the private pilots selected Capt. Mills for the accolade, "In consideration of valuable assistance given private flying in general and the *Flying Farmer* movement in particular . . ."

Most of the *Flying Farmers* are in fact just that, and the majority own their own planes flying them from pastures and small fields. Their red baseball cap "trademark" has become a familiar sight to many Navy men because of the *Farmers* en-masse flying visits to NAS PENSACOLA and NAS GLENVIEW during the past few years.

Capt. Mills is no newcomer to the *Farmers'* activities. As CO of NAS

MILLS, WYCKOFF CHECK FLYING FARMER RED CAP

GLENVIEW in 1949 he was awarded an honorary life membership by the organization's president, L. Kenyon Wyckoff, in behalf of the *Flying Farmers* of Indiana, Michigan, Illinois and Wisconsin.

OCEAN LIFELINE

Since June, 1950, the Military Sea Transportation Service carried about 20 million measurement tons of cargo to Korea. In addition, MSTS carried 1,700,000 military passengers and more than eight million long tons of petroleum products to Japan and Korea in the same period. It is estimated that it requires 64 pounds of supplies per day to sustain a fighting man overseas. It is the Navy's job to see that this material is delivered. It cannot be delivered if we do not have control of the seas.

Dan A. Kimball
Secretary of the Navy

Battle Report Vol. VI, Out

Korean Conflict Opens New Series

The Navy's part in the first six months of the Korean conflict is graphically set forth in *Battle Report,* Vol. VI, recently published by Rinehart & Co., Inc., New York. It follows the pattern of *Battle Report,* Vols. I-V, which covered U. S. naval action in World War II.

In this latest volume, the first six months of the war are covered in staccato, dramatic fashion. This is brought about by giving the record in the men's own words. The fact that *Battle Report* is written in large part between quotation marks gives it tremendous power. From seamen to admirals, from Marine PFC's to generals, the fighting men speak.

The U. S.' "second most costly war," though defined as a police action, is fought in partnership with 14 UN members. *Battle Report* is an attempt to present the U. S. Navy's part in the conflict in a popular non-technical way.

The entire story is prepared from official sources by Capt. Walter Karig, Cdr. Malcolm W. Cagle, and LCdr. Frank A. Manson. Over 500 pages in length, it is well illustrated and gives its reader the sense of gaining an inside glimpse of history in the making.

● NAAS CABANISS—Probably the highest score in fixed aerial gunnery ever attained in the command was made by Lt. (jg) W. W. Gillen of VF-ATU-1. Flying an F6F and using a non-computing gunsight, he fired 165 rounds and drilled the sleeve 138 times for an average of 83.6%.

'CAT EYES' PILOTS TRAINED AT FAWTU'S

PILOTS DESTINED FOR JET SQUADRONS RECEIVE INSTRUMENT INSTRUCTION IN TWO-PLACE TV-2

SINCE World War II the Navy's flying fleet has placed increased emphasis on the ability to fly in all types of weather. This came about through advances in electronics and the need for around-the-clock aerial patrol.

Result is the all-weather carrier squadron which is able to conduct military operations with minimum interference from bad weather.

Training the pilots is the job performed by the Fleet All Weather Training Unit, Atlantic at NAS KEY WEST, Fla., and the Fleet All Weather Training Unit, Pacific, at NAS BARBERS POINT, Oahu. Day carrier pilots are transformed into the all weather variety and day air controllers are qualified as Air Controllers—All Weather. This program is separate from the All Weather flight school at NAS CORPUS CHRISTI where multi-engine pilots are trained in the art.

The courses of instruction at FAWTU-LANT and FAWTUPAC are designed to fulfill the training needs of the Atlantic and Pacific Fleets. They are constantly revised in order to keep up with the latest developments in ground and airborne equipment that are put to use in the service.

The basic all weather flight syllabus adds up to 127 hours of instruction. It is divided into four phases and takes about four months to complete.

First phase is accomplished in SNB type aircraft and includes basic instrument flying and procedures for flying the airways. SNB's are used so that the instructor can watch the student closely on a duplicate set of instruments.

In the second phase the student steps into the F6F-5N fighter for familiarization navigation and instruments. He makes ten flights—seven basic, two radio and one GCA. He then receives a standard instrument card. He is then ready for over water work under conditions of black night and low visibility.

Students destined for jet squadrons receive instruction in the two-place TV-2.

Phase three consists of eight flights for a total of ten hours of bombing and rocket exercises in daylight. Tactics to be used at night are simulated. Rocket and glide bombing runs are made from high and low altitudes.

The final phase in the course is night operations. In 72 hours these fields are covered: formation tactics, navigation, rockets, dual and individual practice in ground controlled interception, radar mapping, glide bombing and minimum altitude bombing. Navigation includes one night cross country flight.

Climax of the course is in ground controlled interception (GCI). With the use of radar in his aircraft and assisted by ground radar installations, the pilot intercepts airborne aircraft targets.

LT. BLOUNT, STUDENT UNDER HOOD, LEAVE LINE

On completion of the course the student is ready for assignment to an all-weather squadron.

Ground training is closely geared to support the flight syllabus. Classes are small and informal, usually with four students in attendance. Most of the instructors are aviators, athough some specialized subjects such as radar theory require technicians.

A STUDENT pilot receives 16 hours in a Link trainer, 105 hours of lectures, checkouts, films, reading periods, examinations and reviews.

Like the flight syllabus, the ground counterpart is broken down into four phases. Lectures go into navigation, engineering of the planes flown, course rules, GCA, tactics, and all equipment and procedures connected with GCI. Some survival training is included.

The FAWTU's also train Air Controllers (Day) for all weather work. These, officers, already qualified as Combat Information Center officers, control about 220 low visibility intercepts. They are proficient in directing a pilot to his target where he can complete the "kill" with his own intercept gear. Incident to their training, the controllers gain experience in hurricane tracking and search and rescue.

STUDENTS OBSERVE CIC MEN PLOT GCI PROBLEM

Commanding Officer of FAWTU-LANT is Capt. J. C. Toth. Commanding Officer of FAWTUPAC is Capt. W. J. Widhelm.

● NAS MINNEAPOLIS—This station, one of the Ninth Naval District activities which so ably rendered flood relief during the flood emergency, was accorded recognition in the form of a commendation from SecNav.

CZECHOSLOVAKIAN AIR FORCE

WORLD WAR II SOVIET PE-2'S ARE AIRCRAFT NOW USED BY CAF IN THE LIGHT BOMBER CLASS

THE CZECHOSLOVAKIAN Air Force was created at the end of World War I when the small country, then known as Bohemia, broke away from the Austro-Hungarian Empire. Geographically, Czechoslovakia lies in the heart of Europe and like Switzerland is a land-locked country. Industrially, the country is highly developed, and is the home of the world-famous Skoda works.

With the departure of the Teutons at the close of the first World War, the CAF set to work resurrecting aircraft left behind by the German Army. This equipment served until the Czech aviation industry was established and producing up-to-date aero-engines and airframes for the CAF. In the beginning these aircraft bore a strong resemblance to German planes.

Some of the early aircraft of Czech construction were designed by Smolik, who was to design many aircraft prior to World War II. During 1923 the Air Force was able to standardize to some degree on aircraft designated S.1, S.2, A.18 and B.3. The S.1 and S.2 were classed as attack planes while the A.18 and B.3 were fighters. In the production of these early aircraft, the Czechs were handicapped by the lack of up to date aircraft engines.

From the Air Force's inception the Czechs endeavored to improve their deficiencies and to develop a strong home aviation industry. This included auxiliary industries as well as world-famous Skoda factories. Spurred by intense nationalism resulting in close cooperation of military and civil technicians, the aviation industry by 1937 was able to meet most military aviation needs.

At that time the Aero firm, founded in 1919, was reported capable of turning out 350 aircraft a year. Another prominent firm, Avia, which was a subsidiary of the Skoda works turned out a total of 550 first-line aircraft for the year 1937.

Aviation in Czechoslovakia, however, had reached its pinnacle, for in the year 1938 a four-power conference held at Munich broke up the republic following Germany's demand for the "Sudeten" lands which comprised Czechoslovakia's historic mountainous frontiers and almost one-third of its territory. The following year the Nazis invaded what was left of Czechoslovakia and destroyed practically everything connected with the CAF.

RECOGNITION

Thus, in a matter of days the German Blitz was able to lay waste 20 years of CAF pioneer and research work, but in doing so, failed to destroy its spirit.

Many of the pilots and ground personnel managed to flee to France where they were utilized in various fighter and bomber squadrons. Less than a year after the fall of their country the CAF in exile was operating against the Germans on the French front. Despite the Luftwaffe's superiority, the CAF achieved many victories, which made aces of two of their fighter pilots who were ranked among the best French pilots with more than a dozen kills. In addition to more than 130 aircraft shot down, CAF airmen saw action against Nazi motorized equipment in France.

Other CAF pilots were sent to Syria as part of French Air Force squadrons. These units later made their way to England where they were reorganized with other CAF units.

With the collapse of France in June 1940 most of the airmen of the CAF were able to escape to England. Within a matter of weeks, the Czechs were incorporated within the framework of the Royal Air Force and became operational in August 1940, just six weeks after reorganization. In the beginning the Czechs were equipped with *Hurricane* fighters, but in time they were re-equipped with *Spitfires*. By the middle of 1942, the Czechs' fighter strength had grown sufficiently to allow them to operate as an independent fighter wing. Their duties included offensive sweeps over enemy territory, escorting bombers, dive bombing and attacking shipping.

Czech fighter pilots also were stationed

CZECHOSLOVAKIAN AIR LINES FLY SOVIET IL-12'S ON EUROPEAN ROUTES

THE CZECHOSLOVAKIAN AIR FORCE STILL HAS ON HAND OLDER LA-9'S

MODIFIED YAK-15 SOVIET JETS ARE FLOWN BY SATELLITE COUNTRIES

MIG-15 IS GENERALLY CONSIDERED SOVIET FIRST LINE JET FIGHTER

with various British units, including day and night fighter squadrons. In 1942 one of these pilots became the first Czech commander of a British fighter squadron. During the course of the war a number of other CAF pilots achieved the same honor.

The Czech bombing squadrons also attained considerable success during the course of the war. Their equipment included British *Wellingtons* and U. S. *Liberators*.

During the last year of the war a Czech air regiment, which had been formed in the USSR in June 1944, saw action on the Russo-German front. This unit was made up of airmen who had escaped from Czechoslovakia as well as a few who had been with the French and British Air Forces. At the end of the war the east and west units of the CAF were joined together when three squadrons of *Spitfires* and a bomber squadron of *Liberators* landed at Prague airfield, after completing five years' service with the RAF.

The CAF was allowed little time to shape its own future before the Communists seized power and put into effect sweeping changes. Since 1948 the country has been under the USSR sphere of influence, and the CAF has gradually become a small model of the Soviet Air Force. Under the SAF's direction the process of selecting Czech airmen who are "pure in thought and physically strong", has resulted in the political dismissal of most of the CAF's experienced World War II personnel.

Like the SAF, the Air Force in Czechoslovakia is subordinate to the Army. It is on the same plane as other components of the Army, and is administered by the Ministry of National Defense through the Army. A recent change in the Ministry of Defense placed Major General Vaclav Kratochivil in the top post of Chief of Staff. General Josef Hanus is the commander of the CAF.

The CAF follows the SAF pattern, and is organized into air corps. These corps contain a number of air divisions made up of air regiments.

Some of the fighter regiments of the CAF are still equipped with German ME-109's. During the German occupation these fighters were turned out and designated C.10 and C.210. Other piston type aircraft in operation are the Soviet LA-5 and LA-7 fighters.

The sight of jet aircraft flying overhead is not new to the Czechs, since the CAF acquired a number of ME-262's from the Germans. These older twin-engined jet fighters are augmented by Soviet-built jets of more recent vintage.

Czech bomber regiments are equipped with Soviet PE-2's and British *Mosquitos*. The attack bomber units are provided with the familiar IL-2 and IL-10.

For air transports the Czechs have a variety of international types. These include DC-3's, German JU-52's (this type is in service with the French in Indo China), and a few Soviet IL-12's. The IL-12's have been seen flying European airways bearing the Ceskoslovenske Aerolinie (CSA) insignia.

The training and reconnaissance aircraft are of even greater variety. They include ME-109G's (C.110), Fieseler *Storchs*, *Siebels*, and numerous miscellaneous types.

Since Czechoslovakia's principal industry is armament and machinery, the Soviets have closely geared it to their military needs. As a result the Czech aviation industry has fallen under the control of the USSR.

In the past few years, the Communist-controlled industry has engaged in the design and production of several light planes. Some of these aircraft, the Aero 45, Hodek 101, Zlin 22, have made favorable impressions in Europe, and have been shown at a number of international air shows.

The CAF military marking differs from the Soviet pattern in that nowhere is there a red star. Military aircraft are marked with roundels consisting of a circle divided into three 120° segments which are colored red, white and blue. These roundels are located on the bottom and top of both port and starboard wings and on both sides of the vertical rudder. It is to be noted that the Czech marking is similar to the Dutch roundel. There is a difference, however, in that the Dutch marking has a small orange center roundel, which distinguishes it.

ME-262 WAS FLOWN BY NAZI FLIERS IN WORLD WAR II, AND A FEW NOW BELONG TO THE CAF

RECOGNITION

J. M. BALLINGER SHOWS SCALE MODEL TO CAPT. DREW AND W. H. WINSTON AT NAS LOS ALAMITOS

'Small Fry' Will 'Sail' Again

THE DREAMS of flying from an aircraft carrier will be partially fulfilled for many an aviation enthusiast at the 21st Annual National Model Airplane Championship contest. Highlight of the meet is expected to be the Navy "carrier" event for gas and jet-powered models.

NAS LOS ALAMITOS will play host to the event this year to be held from 28 July through 3 August. This will be the fifth consecutive year the Navy has been host to the annual model meet. NAS DALLAS was the site of the 1951 competition when Paul Simon, 18, of Detroit, Michigan, was named champion.

The meeting will be sponsored by the local Long Beach Exchange Club and sanctioned by the Academy of Model Aerounautics. J. M. Bollinger, a veteran enthusiast of model airplanes and president of the Southern California Model Association, will be Contest Director.

More than 1,000 youthful competitors are expected to participate. Entrants are expected from all 48 states, Canada, Hawaii and Mexico.

Events will be held for control-line, radio-control and free-flight models. The biggest thrill for many entrants will be the launchings and arrested landings made aboard the USS *Small Fry*—the smallest and only curved carrier deck in the world.

The *Small Fry* is a scale-model carrier deck built at the Naval Gun Factory, Washington, D. C. It is curved to conform to a controlled model-plane course. Arresting gear on the simulated carrier deck consists of several nylon lines stretched across the deck about one inch above the surface of the deck. Sandbags are attached to the ends of each line and provide the restraining force when the model plane's tail hook engages the taut line. This is the same type arresting gear used by Eugene Ely in the first carrier landings aboard the USS *Pennsylvania* on 18 January 1911.

Carrier event points will be awarded for successful take-offs, high and low speed flight, successful landings and scale-model replicas of military aircraft.

Entries will be accepted from three age groups. The junior class will include competitors up to 16, the senior class ages up to 21 and the open class will allow entries from any age bracket. Contestants will be housed and fed at Los Alamitos at their own expense without cost to the federal government.

As a result of the Navy's interest in the meet during past years, thousands of young men have been given first-hand information about the various aspects of naval aviation and many former contestants are now on active duty in naval aviation. Nearly one-half million spectators have been welcomed at the various air stations wherever the meets have been held.

SCALE MODEL NAVY PLANE ABOARD 'SMALL FRY'

Pensacola Has University

Tulane Opens Branch With 45 Courses

A university is now in operation at the Naval Air Station, Pensacola.

Tulane University, whose main plant is located at New Orleans, has opened a special branch at the seat of Naval Air Training. It will be staffed by regular faculty members.

Known as the Tulane-Pensacola University Center, it has now completed its first semester which lasted from January 15 to May 1. Forty-five courses comprised the initial offering.

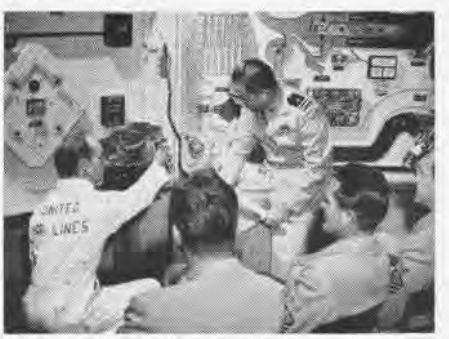
Courses from the first two years of the bachelor of commercial science and the bachelor of arts degree programs will be offered in addition to certificate programs and special courses.

The Navy will pay part tuition for its students. Navy civilian workers and dependents are also eligible for the courses.

Qualification for the courses will be based on high school graduation, GED equivalency tests or entrance examinations.

Classes are held at the Pre-Flight building at NAAS WHITING FIELD.

● FLOGWINGLANT/CONTL—Pilots of VR-31 are supplementing their specialty as Naval Aviators by turning their attention to other phases of their career. They are learning the latest in methods by attending OOD and ASW refresher courses.



TWO SQUADRONS *of Navy air transport officers and men are being trained at the San Francisco maintenance base of United Air Lines to provide flight engineers and maintenance crews for the R6D's (DC-6A's) the Navy is procuring from Douglas. Here D. L. McDaniel, United technical training manager, explains cabin supercharger to "students" from* VR-3. *Engineers get five weeks training; maintenance crewmen, three weeks.*

School Bells Ring For RAdms.

Old "Salts" Are Taught New Tricks

When the Chief of Naval Air Advanced Training, RAdm. A. K. Morehouse, learned that RAdm. Apollo Soucek had orders to the All Weather Flight School at NAS CORPUS CHRISTI, he concluded that if he too completed the instrument course, the experience would allow him to observe first hand that his confidence in the Navy's air training organization was justified.

As a result, the two "flying" Admirals completed the standard five-week instrument course. No boons were asked or granted as the two men fought the battle of Corpus Christi's heavy air traffic. The hard seats were just as uncomfortable for the Admirals as they sat in class and squirmed alongside

THE ADMIRALS GET CHECK-OUT PRIOR TO HOP

junior officers. Half of each day they attended ground training classes and flew the link trainers. The other half of the day they practiced instrument procedures in actual flight.

They flew together in an R4D-type aircraft. According to their instructor, LCdr. R. L. Teeme, when a new subject was presented, his students were very enthusiastic and eager to learn as quickly as possible. If either Admiral caught himself "doping off," he really gave himself a tongue lashing. The instructor said he made no contributions on such occasions.

According to the instructors, both Admirals were excellent students and grasped the training readily. They are veteran naval aviators and took the instrument training as a refresher course. Both enjoyed getting back into the aviation harness and polishing their instrument technique.

After leaving Corpus Christi, RAdm. Soucek assumed command of Carrier Division Three.

● VR-3—At a cost of eight dollars a month per child, eight radio shop personnel have opened their hearts and pocketbooks to a 14-year old Greek girl and a 12-year old German boy. The sponsorship agreement, through the "Save The Children Federation" of New York City, extends for a period of one year. In this way the squadron seeks to do its part to help meet one of Europe's greatest problems—impoverished children.

NAVY MEN GET SEALED ENVELOPE FROM AIR FORCE: AIR FORCE MEN HAND NAVY SEALED ENVELOPE

PORT OF ENTRY PLAN TRIED OUT

MATS, PACIFIC—*Operation Porpoise,* aimed to increase identification capabilities of the Air Defense system, has been given tryouts in this area and termed "a definite success".

Procedures apply to all military and civilian aircraft departing the Hawaiian islands for the area of the San Francisco Air Defense Identification Zone. This zone, known as an ADIZ, is one of several designated areas along the coastlines of the U. S. set up to identify all planes approaching the United States.

This is accomplished by use of radar and all aircraft identified as unfriendly are intercepted by fighter planes. As part of the new operation, all pilots leaving Hawaii for the U. S. are briefed prior to departure and given a sealed envelope which is not to be opened until the aircraft has reached a point of no return, or somewhere beyond the halfway mark.

On the face of the envelope will be a number and letter, which will be transmitted to the station of destination at the proper time. By reference to a code sheet, the Air Defense System determines the corridor, authentication, maneuver and code word assigned the flight. The pilot proceeds to his destination by the assigned channel.

After the testing is completed and all of the procedures proven satisfactory, it is expected that the operation will be put into permanent effect at all points of entry into the United States.

In the accompanying photo, LCdr. John A. Miller is receiving a sealed envelope with his code number and instructions under the Air Defense system. With him are LCdr. David K. Porter and Lt. Roby A. Beal, members of his crew. On the other side of the counter are Capt. Robert L. Sorenson and Paul J. Warren, 28th Air Division, Hamilton AFB, and Capt. A. M. Van Fleet, Hickam AFB.

VP-5 Shatters Own Record

Maneuvers Help Pile Up Flight Time

Shattering all known Navy records for monthly flight time and surpassing the Atlantic Fleet record it set last year, VP-5 flew a total of 1551.9 hours for the month of March.

This new record for a nine-plane patrol squadron is approximately 300 hours in excess of the previous Navy record of 1306.9 hours held by VP-931. VP-5 also bettered by 20% another record held by VP-931 with an average availability of 93.6% for the month.

The setting for the two records found its beginning when VP-5 was sent to San Juan to participate in *Convex III,* an anti-submarine naval operation. Using San Juan as its base of operations, the squadron was on the wing continuously. Operating around the clock and flying night and day, all hands contributed materially to the records.

At the end of the maneuvers, VP-5 returned to NAS JACKSONVILLE and immediately began the transfer of planes. The P2V-5 made its initial appearance in VP-5 when one crew flew to Quonset Point to exchange a P2V-3 for the newest Lockheed patrol plane.

THE VALLEY FORGE STORY

EARLY *in the Korean conflict, Navy jets had their battle test. The Panther F9F's proved their worth in early Korean fights.*

★
★
★

This is the fourth in a series of brief carrier histories and takes the USS Valley Forge into her third tour in the Korean conflict. Arbitrary cut-off date for the sketch is December 31, 1951.

★
★
★

THE USS *Valley Forge* has won many a distinguished *first*, but in the beginning, she was a significant *last*—last of the *Essex* CV-9 class carriers which had been the very heart of the fast carrier task forces in World War II.

Her keel had been laid September 7, 1944, as U. S. Naval forces were blasting their way to victory in the Pacific. But even then there were no chances to be taken and, to make sure that there would be no sudden shortage of CV-9's, new ones were being built. Of these, the *Valley Forge* was the last. The next big carriers would be CVB's.

Commissioned 3 November 1946, the *Valley Forge* was named after the famous Revolutionary Encampment in Pennsylvania. Her construction was financed by the war bond purchases of the people of Philadelphia.

It was hard for a Fighting Lady to make a proper debut without gunfire, especially when she entered a society that had proved itself valorous and aggressive in battle. But the *Valley Forge* sailed into the limelight within 18 months of her commissioning in no uncertain manner. With her two escorting destroyers, USS *Lawe* and USS *Thomas*, she made up the first force of American vessels to cruise around the world since 1907 when the Great White Fleet made its tour.

San Diego, Hawaii, Sydney, Hong Kong, Singapore, Ceylon, Suez, Gibraltar, Bergen, Portsmouth, England, New York, Panama, and San Diego again! Thus the full circle was made between 9 October 1947 and 11 June 1948, the *Valley Forge* proving to be not only one of our ablest—but also our biggest—diplomat at large.

There were gun salutes and welcoming committees, distinguished guests and official receptions, all in proper order and part of the diplomatic round. But many an officer and man will remember other unofficial events—the sun bursting in glory just as the *Valley Forge* sailed into Sydney Harbor, the crowded crossroads of the world in Singapore, lean hungry faces in Tsingtao, the rich costumes of sheikhs striding along the streets of Arab villages, the great Rock of Gibraltar from the air, and the flagship of Lord Nelson at Portsmouth.

At journey's end, the *Valley Forge* had achieved these firsts:

First U. S. carrier to make a round-the-world cruise.
First U. S. carrier to transit Suez Canal.
First U. S. carrier to conduct flight operations in the Persian Gulf.

Two years later, the *Valley Forge* was to chalk up a fighting *first*—first U. S. carrier to send her pilots into the Korean conflict. At the exact moment of the sudden start of hostilities, she was the only U. S. carrier in the western Pacific, operating in the Subic Bay area, Philippines.

Four days later she was in Okinawa, and on Saturday, 1 July 1950, she was headed for the fighting front. There was everything to be done before Monday. LCdr. J. M. Murphy of VF-53 reports that on Saturday evening the squadron had "ground training in the form of a most appropriate lecture entitled 'Points of Interest in Korea.' Ens. Kuhlman seemed to know what he was talking about. I never figured out where he got his information or how he did it so quickly."

HERE *a Panther jet takes off from the deck of the Valley Forge, ready to deliver its lethal load where it will hit the Reds hard*

By Monday morning, the diplomat had become a warrior, as the *Valley Forge* launched units of CVG-5.

And it spelled something vitally new for in the very first launch there were 12 F9F-3's of VF-51 and VF-52, the first U. S. naval jets to go into battle.

There was drama in the irony that on the eve of Fourth of July 1950, HMS *Triumph* was the fighting partner of the *Valley Forge* forever associated with General Washington. On this occasion, the *Triumph's* planes were first in the air.

Targets of the epoch-making strike were the airfields of Pyongyang and Pyongyang East. Forty to 50 aircraft were estimated on the field at Pyongyang. Four airborne enemy Yak fighters were sighted, and one each was shot down by Lt. (jg) Flog and Ens. E. W. Brown Jr. One IL-2 on the ground was destroyed, and Yaks, IL-10's and another IL-2 were strafed on the ground.

"The return to the ship was uneventful. . . . The first phase was completed, the initial tenseness was a thing of the past, and we were ready to settle down and really work on North Korea." These were the words of one of the *Corsair* pilots.

And indeed they did set themselves diligently to the task. North Korea was to get a going over.

From that day to 23 November, CVG-5 made 3,444 offensive sorties in 65 strike days. Using F9F jet *Panthers,* F4U *Corsairs* and AD *Skyraiders,* CVG-5 inflicted heavy damage on a variety of targets—aircraft, locomotives, railroad cars, oil refineries, factories, power stations, warehouses, aviation installations bridges, roads, small freighters and tankers, villages and various military installations, large and small.

During the early part of September, when the Pusan perim-

LT. HUNTER *N. Sneed, Jr., briefs a group of jet pilots on enemy terrain prior to the first strike of the Forge's second tour*

eter was at its smallest, VF-51 concentrated all its efforts in supporting the embattled troops—and did a top-notch job.

Again and again fighter and attack planes of the *Valley Forge* helped to soften up the Seoul and Inchon area, and on the D-Day, September 15, Ens. Eldon W. Brown Jr. of VF-53 touched off the nearest thing to an atomic explosion in the Korean War. He did it when he hit a long line of boxes some seven feet high and three boxes wide near a gun emplacement. As his bullets struck, he knew he'd better get out in a hurry, there was a peculiar orange flame of burning ammunition.

"I grabbed the stick and throttle tightly, leveled my wings and held on," Brown said. "Wham! the explosion was terrific. A big red cloud of dust mushroomed up past me and by that time I was up to almost 4,000 feet."

By mid-October, four carriers, the *Valley Forge,* the *Philippine Sea,* the *Leyte* and the *Boxer* made it a foursome for Task Force 77. On 15 October, there was an all-day, all-out offensive to celebrate the new carrier strength. A record number of 395 naval planes attacked over 6,000 square miles of enemy territory. Hungnam, Hamhung, Songjin, Chingjin, Sinpo and Pukchong were the chief targets.

"After we finished their cities," said LCdr. Douglas Hodson, "we headed for the countryside, four planes in a group, looking under trees, in houses and under haystacks. . . . The North Koreans had camouflaged their equipment well, but not quite well enough."

On 19 November with four and a half months' active fighting behind her, the *Valley Forge* sailed for the United States, but even as she crossed the Pacific eastward, events in

RADM. JOHN *M. Hoskins listens to reports of fliers who have just returned from a strike on Korea in second month of conflict*

Korea were sending UN forces into reverse.

No sooner had the *Happy Valley* arrived in San Diego 1 December 1950 than it was necessary to speed her back to the Korean War zone. She had no more than time for a passing salute and five days later, she was on her way and by 22 December she was once again a part of Task Force 77 which she joined off Wonsan. The quick return which came to be known as Operation Turnabout will always loom large in the log of the *Valley Forge.*

As 1951 opened, the carrier with CVG-2 embarked was continuing her fighting career in Korean waters. Toward the end of January she had a 10-day period in Sasebo, Japan. The carrier was in great need of overhaul.

After the *Valley Forge* returned to the United States 7 April 1951, she went to Bremerton for overhaul. On August 5 at Seattle, she was an outstanding attraction in the city's second annual "Seafair." The smart appearance of the ship, her officers and men prompted a "Well Done" from Com-Thirteen.

After a period during which the *Valley Forge* was the training ship for numerous San Diego-based squadrons, she set out for Hawaii enroute to the Orient. On 4 December 1951, the ship anchored off Yokosuka, Japan, and three days later joined Task Force 77 and embarked on her third combat tour.

December 14, 1951 marked the 34,000th landing on the *Happy Valley* made by a *Panther* jet. All through December, the *Valley Forge* proved a valued member of the Task Force 77 team. She proved to be an aerial menace to anything moving—trucks, locomotives, trains, boats, and oxcarts. On 297 sorties on 17 strike days, anvils of the *Forge* rang out.

ONE OF *several airplanes the Navy has in the mill which will run rings around the Soviet MIG-15 is the twin-jet streak pictured here, the F7U-3 Cutlass, shown here for the first time from above. This Chance Vought carrier fighter is the heaviest fighter plane in Navy history, eclipsing even the twin-jet F3D which carries two men. The long tail houses afterburners which give the Cutlass plenty of extra speed in a pinch, if needed*

PI's Learn of Jet Piloting

Study Plane Problems by Flying Hops

NAAS MIRAMAR—It pays dividends to know something about the other fellow's job, photo interpreters and jet pilots at this base are learning.

VC-61 has put in operation a training program to give non-flying photo interpretation officers a taste of what it is like to go out and shoot pictures from a speedy jet at low altitudes. A comprehensive course in photo interpretation also has been set up to teach fundamentals of photography to jet photo pilots.

The program is under direction of Lt. Arthur K. Bennett, former PI for Task Force 77, and Lt. LeRoy E. Lyon, Jr., former PI from ComPhibPac staff. A series of jet hops in TV-2's from FASRon-7 was arranged to take up the non-flying photo interpreters so they would get the feel of the photo pilot's job. Men who made the hops were Lt. M. W. Boyhan, Lt. S. H. Hearn, LCdr. G. O. D. Slaughter, LCdr. J. H. Toler, Lt. C. E. Burnham, ChPhot L. A. D. Colven, Lt. L. E. Lyons and Lt. C. D. Cullison.

Duplicate flight charts, marked with flight lines and photo targets, were furnished IFTD pilot, Lt. R. L. Anderson, and the PI's. Three specific bridges and a dam were designated for simulated photo runs at prescribed altitude and speed. A 50-mile stretch of Southern California coastline was flown at 500 feet, during which Camp Pendleton installations were spotted.

In this way, it was possible for the PI to appreciate more fully the time, distance and speed factors involved in navigating, spotting the assigned targets, sighting them in by approximation and filming them. A check at time of simulated exposure showed the bridges and dam in the proper position in relation to the plane.

Oil Leak Brings Him Honor

Pilot Makes 1,000th Landing Aboard

USS BLOCK ISLAND—Honors for making the 1,000th landing aboard this newly-commissioned escort carrier went to Lt. F. M. Willett of VS-831, but he did it the hard way.

Oil spray from a ruptured line hampered Willett's vision on several preceding waveoffs. However, with dogged persistance, the oil-smeared aviator finally set his plane down safely for the traditional 1,000. Capt. Arthur S. Hill, CO of the carrier, presented the "well-oiled" pilot with a cake in the wardroom that evening.

In the accompanying photo, LCdr. N. H. Anthony, commanding officer of VS-831, congratulates him on the landing. Lt (jg) R. M. Sullivan, the LSO, and LCdr. C. D. Wells, squadron exec, looks on.

'HARD WAY' WILLETT GETS BLOCK ISLAND CAKE

Pruitt Top Plane Captain

FASRon-104 Man Wins in Essay Conte

NAS NORFOLK—Luther A. Pruitt, AD1, of FASRon-104, now operating in North Africa, has been named winner of the ComAirLant FASRon-Carrier Group "Plane Captain" contest. He won the honor competing with several hundred other enlisted men attached to carriers and FASRons of the Atlantic fleet.

Pruitt submitted the prize-winning essay on "The Plane Captain" and received a flight back to Norfolk where he was awarded a box of tools valued at $100 with his initials engraved on each tool.

Pruitt has been at Port Lyautey since July, 1950, when the FASRon moved there. He works in the maintenance office and is one of the leading maintenance petty officers.

Jet Unit Selects New Name

'Screamin' Demons' Is Winning Entry

NAS JACKSONVILLE—VF-171 now has a new name—"Screamin' Demons."

The selected name was one of the entries in a contest held by the jet squadron here. It was submitted by Herbert W. Pinkerton, AE1.

Over 70 nicknames were entered by members of the unit and the judges, Lt. Hugh J. Tate, Lt. (jg) Joseph L. Morgan, Thomas Andreola, ADC, Robert F. Marshall, AD1, and John Stolz, AN, took over two-and-one-half hours to make their decision.

As his prize Pinkerton received an F2H model *Banshee*, similar, except in size, to the jets flown by VF-171. His CO, LCdr. Helmuth Hoerner, congratulated the victor on his winning entry.

The "Screamin' Demons" have had an insignia since 1947 when, flying the *Phantom* jet, they were the first all-jet squadron in the Navy. They have had no 'alias' until now.

THE CARRIER *Leyte boasts a father-and-son team of quartermasters with Chief Quartermaster Raymond Way and his son, Herbert, a striker for the rating. The father is a former member of the submarine Sea Lion, first sub bombed after the war started and the first to sink a BB, unaided. Chief Way thinks his son good quartermaster material.*

NAVY WILL USE STEAM CATAPULT

A NEW British aircraft catapult, regarded as one of the important developments for naval aviation since World War II, will be adapted for use on U. S. aircraft carriers, the Navy has announced.

Nicknamed the "steam slingshot," the new steam powered catapult proved in recent tests that it can hurl the Navy's jet fighters into the air even when the carrier is headed down wind or alongside a dock.

Tests of the catapult installed in the Royal Navy carrier, HMS *Perseus,* were conducted at the Naval Shipyard, Philadelphia; NOB NORFOLK, and at sea during January, February, and March.

The new catapult fared so well during the tests that the Navy has already begun an investigation into the adaptability of it to their new flush deck carrier, the USS *Forrestal,* which is now under construction.

First installation will be made on the USS *Hancock* and completed early in 1954. The *Hancock,* an *Essex*-class carrier, is undergoing a complete modernization which incorporates strengthened decks, enlarged elevators and beefed-up arresting and catapulting gear necessary to handle the Navy's new heavier and faster aircraft.

In adapting this experimental catapult for its own aircraft carriers, the Navy will modify it as necessary for manufacture in this country. A small initial quantity will be purchased from the British to take care of the interval until U. S. manufacturers can begin to produce them. Adoption of the British catapult will not slow the U. S. Navy's development program designed to produce more powerful catapults.

As presently installed for trial services in the *Perseus,* the catapult lies in a raised section of the flight deck, with compressors and other machinery on the hangar deck. The U. S. installation will not call for changing the level of the flight deck or interfere with normal working of the ship below decks.

The new catapult, invented by a Royal Navy volunteer reserve officer, Commander C. C. Mitchell, O.B.E., of Messrs. Brown Brothers & Co., Ltd., Edinburgh, uses the principle of the slotted cylinder, and has no rams or purchase cables A hook on the aircraft to be launched is connected directly to a piston which is driven along the cylinder by high pressure steam from the ship's boilers. A novel sealing device is used to keep the slotted cylinder steam tight.

While the amount of steam required for sustained operation is large, tests have shown that the boilers can meet the demand without interfering with ship operations.

During the American tests, the USS *Greene,* a Navy destroyer, supplied steam to the catapult at pressures higher than are ordinarily used in British naval practice to see if the capacity of the catapult could be increased. It was found readily adaptable to the higher pressures of U. S. ships.

The recent Anglo-American tests of the British steam catapult, according to Navy officials, point up the continuing cooperation between the British and U. S. Navies in advancing the science of carrier warfare. The interchange of information on development projects has paid dividends to both countries.

Figuring in the tests were: Capt. Sheldon W. Brown, USN, and Cdr. R. M. Tunnell, of the Bureau of Aeronautics; Cdr. J. L. Sedgwick, of the British Joint Services Mission; and Cdr. E. C. Fulford, Chief Engineer of *Perseus.*

In all, 140 test launchings were made using deadweights and the latest type carrier aircraft. Previously the Brtish had fired 126 piloted aircraft and 1,000 deadweights over a 14 month period.

Squadron Tops Own Record

Surpasses Total For Previous Months

FLogWingLant/Contl—VR-1 spent a busy month in March topping two of its own records.

The unit flew over 9,500,000 passenger miles and 783,296 cargo and mail ton miles. These lifts exceeded the February totals by some 3,000,000 passenger miles and 200,000 ton miles of cargo and mail.

With all this flying another record continues to pile up for VR-1. The passing of another accident-free month sends the squadron well on its way toward its sixth straight year without a fatal accident on its flights.

CRASH? *Which pilot was at fault? Did they collide? This photo is the result of a "freak accident" in souping aerial shots in the photo lab of VC-62 based at Cecil Field, Fla. The planes are part of Detachment 5, currently aboard the USS Midway*

VR-31 Pilots Aid In Rescue

P5M Plays Leading Role in Drama

FLogWingLant/Contl—Two pilots of VR-31, Cdr. R. A. Wolf and Lt. J. A. Frost, had an exciting innovation in their P5M check out at Patuxent. Their plane and crew participated in what was believed to have been the first rescue mission for the P5M.

Marine LCol. Marion Carl was testing an AF2S Grumman *Guardian* when he was forced to bail out. The plane would not come out of a spin. He landed in the Chesapeake Bay and soon was floating in his life raft.

His plight was short-lived though because the P5M rescued him. The crew reported that their Marine passenger was wet but unruffled, and unhurt.

Marines Fly With Air Force

Exchange Pilots Like F9F Over F-84

Two Leatherneck pilots are flying with an Air Force F-84 fighter squadron for a year as a result of the pilot exchange program now in operation between the Air Force and Navy.

The Marines are assigned to the 424th Fighter Squadron, flying from Bergstrom AFB, Austin, Texas. Both are F9F fighter pilots with WW II and Korean war experience—Capt. T. C. Billings and 1st Lt. T. M. Elliott.

Each of the two men have been in the Marine Corps for 10 years, nine of them as pilots. Billings had 16 months overseas duty in World War II and Elliott spent 2½ months in action, plus two years overseas after the war. In Korea, Elliott was with VMF-311 at Pohang, while Billings split his time between Pohang and Pusan, both putting in 10 months in the Korean theater.

BILLINGS, ELLIOTT INSPECT NEW AF HEADGEAR

Since the exchange program works both ways, Capt. R. T. Rutherford and 1st Lt. W. T. Rowland were the two Air Force pilots who went from Bergstrom to the Navy for a year's duty.

In comparison, the Navy pilots said the F-84 and the F9F *Panther* compare about the same, with the F9F being a little more comfortable, with more visibility.

Both of the pilots, after being at Bergstrom for a short time, said they were impressed with the operational set-up and the instrument program.

GETTING *the word from Jim Meade at commissioning ceremonies are Oakland's Capt. Renfro and LCdr. R. E. Kelley of HU-871*

AN HTE-2 *type helicopter goes through series of maneuvers. Oakland, Los Alamitos and New Orleans got first Reserve HU's*

NAVAL AIR RESERVE CONTINUES TO GROW

NEVER BEFORE in the history of the United States has there been a Naval Reserve component so splendidly trained and ready to meet sudden emergencies. The accomplishments of the "Minute Men" in the Korean conflict have demonstrated most convincingly that American taxpayers do realize large dividends from a peacetime training program.

In keeping with the Naval Air Reserve Training Command's mission of maintaining "Weekend Warriors" at peak efficiency, new equipment, as rapidly as it is made available, is assigned to Reserve air stations and new squadrons are commissioned.

As the fiscal year 1952 draws to a close, Reservists can look forward to the addition of several new squadrons which already have been commissioned or will be commissioned by 1 July.

The big news for Air Reserves on the west coast is the commissioning of a lighter-than-air squadron, ZP-871, at NAS OAKLAND. LTA men at Oakland will train in their own G-ship instead of being airlifted to NARTU SANTA ANA for their monthly training. The station will have its own mooring facilities. Hangar space has been made available at NAS MOFFETT FIELD for repairs, emergencies and essential helium services.

In the overall picture on the Reserve circuit, CNARESTRA will commission only nine of the eleven helicopter squadrons previously slated for activation. NAS NEW YORK and NAS WILLOW GROVE have been withdrawn from the list of stations with "pinwheel" squadrons. NAS PENSACOLA is scheduling several Reserve pilots at one time for the eight-weeks training course in HTE-2's. These helicopters are primarily training craft incorporating specific Navy appointments and design.

Other new members of the family are the jet squadrons which are being added to the Reserve air arm. With jet familiarization having been largely completed throughout the Reserve air stations, permanent jet squadrons are being assigned to the command. NAS LOS ALAMITOS and NAS GLENVIEW are commissioning four VF squadrons at each station to be designated as VF (Jet). Jet jockeys will fly the F2H-1 *Banshee's* assigned to NARESTRACOM, thereby permitting higher utilization of the jet planes.

Well Done, Antietam

As the USS *Antietam* and its all-Reserve Carrier Air Group 15 returned home and glided under the Golden Gate Bridge, 30 aircraft from NAS OAKLAND flew over the carrier in a salute to the returning men.

Early in the *Antietam's* cruise in the Korean area, a spontaneous action began among the enlisted men of the ship's crew to adopt a pet charity. The all-Reserve Air Group was eager to join in the drive.

The project was quickly endorsed by the ship's officers and a representative committee was appointed to handle the details. The CO heartily approved the idea, specifying only that the charity selected be free of any religious or political connection as much as possible. After much deliberation, the Shrine Crippled Children's Hospital Fund was chosen as a most worthwhile project.

The goal for the fund was set. A chart on the hangar deck kept personnel informed of progress made. The contributions were entirely voluntary. Long before the *Antietam* came home, the goal was met.

As the carrier entered home waters, her generosity was showing. The formation on the flight deck indicated the amount collected—$15,000! Presentation of the fund was made to a representative of the San Diego Al Bahr Temple at Alameda, California.

After the carrier docked, NAS OAKLAND and several other Reserve air stations contributed planes for an airlift to fly the returning airmen to their respective home stations at NAS DENVER, NAS GLENVIEW and NAS NEW YORK.

Marines Revive Summer Training

A full-scale summer training program for Marine Reservists will get underway this year. Organized Marine Reserve units, ground and air, will commence training in June for two-week periods, continuing through September.

The Marine Corps started rebuilding its Reserve in October 1951, a few short months after it began releasing its Reservists to inactive duty. There are now 42 Marine Reserve squadrons located at 25 Naval Air Reserve stations.

An airlift for organized units, similar to those conducted prior to Korea, will be utilized again this year with about half of the ground units being transported by air to or from the training location. All of the aircraft involved in the lifting will be Marine transports with the possible exception of the Navy's huge *Constitution*. The airlifting of the Reservists serves as a training exercise for Marine Transport Squadrons.

Coast Guard Needs Reserve Pilots

Aviation expansion, with long-range seaplanes and new amphibious aircraft

CREWMAN FORM SHRINE ESCUTCHEON AND AMOUNT COLLECTED BY SHIP'S COMPANY FOR CRIPPLED CHILDREN'S FUND AS ANTIETAM COMES HOME

in design and on order, is resulting in a continuing need for Reserve Coast Guard aviators to volunteer for active duty.

Approximately 50 air facilities, air stations and air detachments are now in operation in the continental United States, with six or seven overseas bases to be opened very soon. Additional Reserve aviation personnel is needed, including about 100 more Reserve aviators.

Unification Is Accomplished

Armed Forces cooperation, a top-level topic in many lengthy military discussions, is working successfully on the lowest level of the Reserve Training Program in Tallahassee, Florida. Unification has been accomplished through an unusual brother act of many interesting parallels.

Lt. Col. David A. Avant and Lt. George D. Avant are the commanding officers of the Air Force 9889th VAR Squadron and the Navy VAU 6-21 unit respectively. George took command of his unit in October 1951 and David moved up in January 1952. Each had previously served three years as adjutants of their Reserve squadrons. It was during this period that they developed the many points of cooperation which have benefitted both groups.

Meeting nights and times are now simultaneous. Out-of-town Reservists of the two military services share transportation to Tallahassee, films and training materials are exchanged and, occasionally, speakers are shared. The brothers swap ideas on squadron management, attendance promotion and membership. On several occasions, joint social events have been held at the photographic studio the brothers operate.

The brothers' efforts have helped promote a mutual understanding of common problems. The men of both units have become better acquainted and work together smoothly. Membership and attendance in both units have increased with the program of mutual cooperation.

The two brothers went into the service in 1942; Dave served with AF photo units in the United States and Italy, George was assigned to Navy photo and aerology units in the Pacific. The boys turned in their uniforms in 1946 and joined the faculty of Florida State University. A year later, they opened L'Avant Studio together.

Militarily, their parallels continued when the two brothers both had a big part in the original formation of the postwar Reserve training units of their respective services in Tallahassee. Soon each was serving as assistant adjutant and their paths were charted. Each usually takes two weeks of annual training duty, often at the photographic schools of the Air Force or the Navy.

While the brothers' unification on the local level may not make a terrific impact on the Armed Forces as a whole, it is helping to produce better Reserve units in Tallahassee. Other units might take note.

Panther Spanks A Marine

Crawling out of his battered *Panther* which he had belly-landed at an airbase in South Korea, Marine Reserve Maj. Frank C. Drury, CO of VMF-143 from NAS NEW ORLEANS, gingerly rubbed the seat of his pants. Now he knew how it felt to be spanked by a *Panther*.

He was leading a four-plane strike over North Korea and had just begun a bombing run on a Communist target when the anti-aircraft batteries opened up. He was hit just forward of the cockpit and in the tail section. His plane quickly lost hydraulic pressure and became almost unmanageable. Fighting to keep it airborne, he headed south for his home field.

Since he couldn't lower the landing gear or flaps when he arrived at the field at dusk, he could either bail out or come in for a super-fast wheels up landing. He had brought every plane home so far and didn't want to spoil his record by jumping out. His first approach at landing was too fast. He pulled up to avoid overshooting the runway.

On the second try he succeeded in slowing down enough to settle the plane onto the runway at midfield. Trailing a stream of sparks like a Fourth of July skyrocket, the jet skidded on its belly to within 50 feet of the runway's end. The canopy was jammed, so Major Drury had to wait to take his bows for his spectacular performance until the crash crew extricated him.

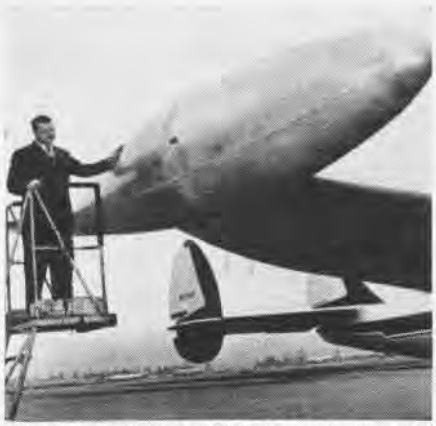
Airships Visit Canadian NAS

Mobility of ZP-3 Tested in Operation

Two ZPK airships from ZP-3, commanded by Cdr. W. R. Peelar, visited the Royal Canadian Naval Air Station at Dartmouth, Nova Scotia, in May. This exercise tested the squadron's mobility and the feasibility of working airships from the Canadian base.

An advance party went ahead from Lakehurst to Dartmouth in an R4D and a *Beech* to erect two 45-foot mooring masts for the ZPKs. A second R4D trip delivered the ground handling party in plenty of time before the blimps' arrival.

GEORGE *and David Avant inspect training film used by Air Force and Navy Reserves*



LOCKHEED ENGINEER INSPECTS HUGE TIP TANK

R7V's to Have Wing Tanks

When the Navy receives two of its R7V's *(Super Constellations)* they will come equipped with wingtip tanks, the first transports to carry such auxiliary fuel tanks.

The R7V's will be powered by the P&W T-34 turboprop engines, rated at more than 5,000 hp each. Transport fuel tanks were tried out first in the prototype Super Constellation.

Engineers found that tip tanks, installed on F-80 jets could make them fly better. Starting at 40,000 feet, an F-80 with tanks can glide seven miles farther, without power, than when it has no tanks. The tank develops a lift effect strong enough to compensate for its loaded weight, so no speed or payload is sacrificed despite the weight.

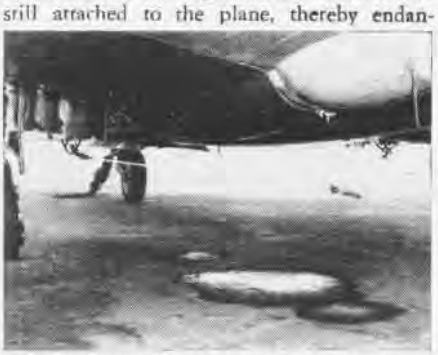
Tip tanks on the turboprop transports will hold enough extra fuel to make possible long-range flights at cruising speeds of 440 mph or more. Such engines use up to 50% more fuel than piston engines, hence the need for tip tanks.

Tip tanks actually strengthen an airplane wing in flight, even though loaded 600-gallon tanks weigh 3,900 pounds each. That weight counterbalances some of the force always pressing a wing upward during flight and curbs vibration. They serve to improve stability in flight, too, acting as an end place or "fence" to keep air from sliding off the wing end.

Improved Tow Target Release

VMF-122, CHERRY POINT—VMF-122 has developed a highly successful tow target release for use on the F2H-2 *Banshee*. This new release allows a clean instantaneous drop of the banner target tow line.

Pilots of VMF-122 are no longer troubled about making landings with the target sleeve still attached to the plane, thereby endangering personnel who are out on the field.



'Y' ARRANGEMENTS KEEPS TOW LINE CENTERED

The new adapter is the result of the experimental work of Maj. R. F. Jones, MSgt. L. E. Monroe and TSgt. O. V. Beatty.

Outstanding feature of the device is its bridle arrangement. The ends of a 15-foot rope cable are attached by means of an "8" ring to the forward latch of rocket launcher stations four and five. The cable is bound to the "8" ring with a one foot foldback. Then, by attaching the tow line to the midpoint of the slack cable with a screw-pin clevis, a "Y" is formed that allows the tow cable to be centered in the middle of the plane.

When the device was first tried, the target sleeve produced an excessive amount of back pressure or "lag" on the "8" rings. This back pressure did not allow proper release of the target.

Then the adapter came into use. Made of steel, it is mounted on the sway brace and forward rocket support of the Aero 14A launcher. The adapter acts as a channel which, at the point of release, makes the "8" rings fall straight down and away. This counteracts the back pressure and creates the "bomb-drop" effect.

Pilots of VMF-122 like the new adapter. They know that after they have moved the rocket bomb selector to position eight and the master arming switch to the "on" position, all they have to do is "pickle it off," and the target sleeve will instantly fall to be picked up safely by the field personnel.

Airborne Spray Unit Tested

NAS JACKSONVILLE—A newly developed aircraft-borne spray unit, designed to clear enemy-held beachheads of insects prior to invasion by U. S. forces, was tested for carrier landings and takeoffs recently.

The equipment was mounted aboard an F4U *Corsair* and a Douglas *Skyraider* for the tests which were conducted aboard the *Leyte*. While service tests of the equipment have been carried out up and down the east coast of South Carolina, Georgia and Florida, this was the first time such tests had been made by carrier-based aircraft loaded with the portable unit.

Developed by BUAER to meet the problem of spraying enemy-held beachheads prior to invasion, each unit consists of a spray nozzle fed tank containing 150 gallons of insecticide. Two units, or even three, may be mounted on a single aircraft, depending on the type.

Only 30 gallons of the insecticides are required to spray an area of about 600 acres. The whole operation takes only six minutes. When empty, the tanks can be reloaded within a few minutes with insecticide carried in concentrated form and soluble in readily available diesel oil.

A further advantage of the new equipment is that it is easily installed under the wings of carrier aircraft and can be jettisoned the instant the pilot goes into combat.

Gun Shields Used In Training

In training combat aircrewmen, PBY's have sometimes come out second best. The Ordnance Department at NARTU MEMPHIS has designed a gun shield that is proving invaluable in preventing the wingtip from being shot off by eager trainees.

The shield is mounted on the stationary

SHIELD MOUNTED IN PBY WAIST GUN BLISTER

forward part of the PBY waist gun blister. It is made of 0.125" aluminum plate, curved to fit the contour of the blister frame.

Wood Block Cleaning Method

A better way to clean wooden blocks that are to be used in repairing and replacing blocks in the floor of O&R shops has been devised by Charles A. Pinkston, NAS JACKSONVILLE. His method has met with the approval of the Navy Awards and Incentives Program.

Heretofore the old tar, oil and dirt have been chopped off by hand. A man with a hatchet can clean approximately 500 blocks a day, and even a small shop may require nearly 2,000 blocks.

Mr. Pinkston's method is to sandblast the block. This takes about three seconds per block and is much safer as the tar and dirt do not fly around and endanger the eyes.

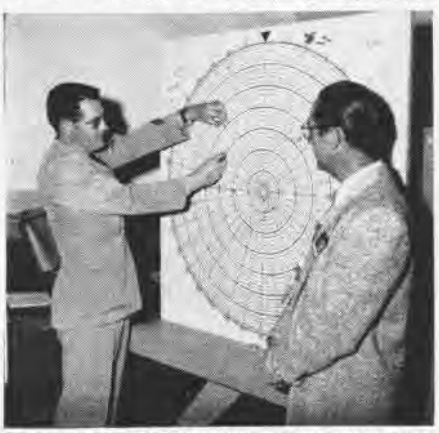
Further, the sandblast method not only cleans the block of all tar and dirt but also dries the oil that is on the block.

Sonobuoy Board in Training

NAS SAN DIEGO—A magnetic plotting board to train aviators and aircrewmen in the use of sonobuoys has been developed by J. W. Smith, AOC, of Fleet Airborne Electronics Training Unit, and Paul A. Chambers, civilian employe of Naval Electronics Lab.

The board consists of a large metallic board on which magnetized indicators are placed to represent the target, the sonobuoys and the attacking aircraft, making sample problems and solutions easily demonstrated.

The plotting board enables an instructor of ASW to demonstrate the actual patterns to be placed on the ocean surface once a sub is suspected of being in an area. After dropping the buoys, in an established pattern, the actual tracing of the sub's course is plotted with the plane's electronics equipment.



SMITH, AOC, SHOWS USE OF SONOBUOY BOARD

RESCUE JEEP BUILT TO ACCOMMODATE STRETCHER

Crash Jeep Masters Desert

The big problem of Black Rock Desert has been solved at Navy's Auxiliary Landing Field, Fallon, Nebraska. The wild and woolly wilderness has been conquered by an ordinary jeep uniquely altered into a crash vehicle.

The Black Rock is utilized for gunnery practice. Because of its almost impassable terrain, it was treacherous work to rescue victims of gunnery accidents.

Roads leading from Gerlach into the desert were in such bad condition that it was almost impossible to reach aviators crash landing in the waste land.

Lt. Harry Fitzwater, recently relieved as OinC of ALF Fallon, and his men built a crash jeep to penetrate the area. First, the men installed a metal top on a standard jeep body, fitted with angle iron. Four removable bolts secure this top on a standard jeep body, thus permitting variability.

Bracketed to the inside of rear door of the jeep is a wooden tool box. Bolts with crank type nuts enable the lid of the box to be removed with two or three turns of the crank nuts. Inside are such items as bolt cutters, knives, wrenches, foul weather gear, axes, flares, and C-rations.

Another box inside the jeep contains a camera, thermos jug, walkie-talkie, radio gear and a first aid kit.

A rear door in the jeep top opens out, permitting the foot of a stretcher to rest on the tool box. The head of the stretcher is supported on a bracket fastened over the front seats. Web belting holds it in place.

Rescue planes can easily spot the jeep, painted fire engine red. Two plexiglas windows on top of the jeep enable the driver to see rescue planes circling above.

Another added feature to meet obstacles of the alternately sandy, muddy terrain are the tires. Large aircraft tires enable the jeep to travel through even the softest sands.

The crash jeep is a big step forward in the safety program of the facility.

Mugu Gets 'Deep Freeze'

NAMTC POINT MUGU—A giant freezer was recently brought aboard in two units. The two units will be joined together and set up on a cement slab in the experimentation area. It will be used to test JATO units.

The unit is known as an environmental test facility and will be used by Launcher and Environmental Test Division to simulate conditions at high altitudes. The facility consists of two chambers, 6' x 8' x 25', and the refrigeration plant. It was constructed for NAMTC by York Corporation of Los Angeles, California.

NEW OILS AID HIGH FIRING

A NEW lubricating system which enables 20mm cannon to be fired at altitudes of 30,000 feet and higher has been combat-tested in Korea with success.

Guns frequently jammed when fired at high altitudes because petroleum lubricants solidified at temperatures of 20° below zero. Chemists of Naval Research Laboratory developed the new system, which consists of four synthetic lubricants: *1.* A light oil for the gun mechanism itself; *2.* A lubricant for the ammunition; *3.* A water-repellent lubricant for the electric trigger; and *4.* A grease for the mechanism which automatically feeds the ammunition to the gun.

Use of the "tailor-made" lubricants has permitted nearly constant rates of firing of the cannon at temperatures from 150° F to minus 70°, without the need for auxiliary heaters previously required at temperatures under minus 20°.

Actually, only two of the lubricants are required for periodic maintenance of the 20mm cannon: a light oil for the gun mechanism and the ammunition lubricant. A few drops of lubricant on the electric trigger and a single greasing of the automatic feeder are normally good for the lifetime of the gun.

In addition to providing improved lubrication and simplified maintenance, the new system will stand up better in storage, another important military advantage. After extensive tests of the system at Johnsville, Dahlgren and MCAS CHERRY POINT, it was sent to Korea for battle testing.

NRL is also working on a variety of new oils and greases for military uses. A series of synthetic diester oils have been developed for use in fuze mechanisms, bomb sights, computers and aerial photographic equipment. A still more recent development has been a synthetic lubricating oil for turboprop and turbojet engines, for which a joint AF-Navy military specification has been issued.

Plays Are Used in Training

Plays are being used to teach lessons in the night training courses given by FASRon-691, NAS SAN DIEGO. The scripts used are the original products of Donald V. Fregaeu, AMSC, who also acts as instructor.

The plays are usually built around some Dilbert who does everything wrong, violates regulations and suffers the consequences, as opposed to other characters who attempt to guide him.

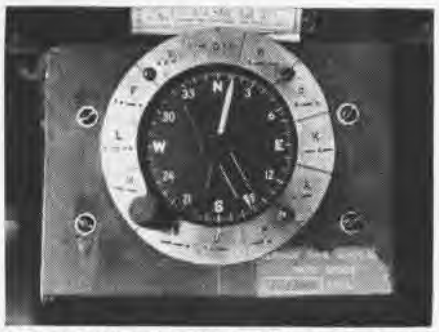
The popularity of the method is proved by the willingness of the participants to play their roles.

"It makes the class more interesting, and everyone pays attention," says one member. "It makes learning a painless process."

FASRon-691 is under the command of Cdr. Norman A. Young.

Orientation Is Very Easy Now

Pilots at NAS NIAGARA FALLS don't need two heads and four hands any more when flying FG's and TBM's. YG-Beacon calibration rings have been installed on the remote compass indicator of the planes. These enable a pilot to orient himself more readily on the YG-Beacon rather than looking up his Radio Facility Chart book. Pilots who fly single-engine aircraft find it's very complex during instrument condition.



CALIBRATION RINGS MAKE PILOTS' JOB EASIER

AT MUSTIN *Field, the Aeronautical Photographic Experimental Laboratory has made an aerial transparency of the field to aid pilots in familiarizing themselves with approaches, obstructions and the adjacent shipyard. The aerial photograph was taken at 10,000 feet. The completed board, three by eight feet, is illuminated with fluorescent tubes mounted behind the picture. For pilot reference, it hangs in the Operations Building*

LETTERS

SIRS:

On page 22 of the May NANEWS, it is stated that Edward F. Spencer is believed to be the first first-class enlisted plane commander to fly the R5D *Skymaster* in fleet logistic service. NAS ANACOSTIA has another candidate for this honor.

It is Chief Joseph Francis Bascak who, as an AC-1 in 1950, became a plane commander in VR-1. He is now an ACC.

He commenced his flight training in September 1943, receiving his wings in 1945. He went to plane commander school 1 July 1950 and was designated plane commander for both R4D and R5D planes in August 1950 when he was 28 years old.

He flew as a plane commander in the Korean Airlift and is now attached to NAS ANACOSTIA as an operations pilot and an R4D commander.

F. B. MCMILLAN, LCDR.
ADMINISTRATIVE OFFICER
NAS ANACOSTIA

SIRS:

There was mention in your January issue of a record of 51 combat sorties flown in one day by the Marine *Black Sheep* squadron.

I would like to call your attention to the *Deathrattlers* of MAG-12, who have twice broken that record since your issue "showering" the *Black Sheep* appeared. The first record-breaking day was on 29 January, when we flew 69 combat strikes against the enemy.

The second and most notable was on 20 March when the squadron flew 91 sorties to inflict heavy damage and casualties upon Communist forces. Only with great coordination between pilots and ground crew could this feat be made possible.

An aircraft availability of 100% was maintained throughout the day, with no aircraft remaining out of commission more than 45 minutes at a time. One of the mechanics remarked after finishing a quick noon snack, "A guy can't even leave his job for a few minutes without someone grabbing it," showing the high spirit that was generated by the untiring efforts of the ground crews.

RAYMOND H. PETT, CAPT.
VMF-323, Korea

SIRS:

Bombing Squadron FIVE, USS *Yorktown* (CV-5), is planning a reunion to be held in San Diego on 27 September 1952 at a place to be announced. All personnel who served in the squadron at any time from the date of commissioning to July 1942 are cordially invited.

All former members of the squadron are asked to write me at 4451 Saratoga Ave., San Diego 7, Cal.

JOHN W. TROTT, LT. USN

CALLING ALL WAVES

Toward the end of July, WAVES are heading for Washington, D. C. to celebrate the tenth anniversary of their founding. Their reunion will be held at the Statler Hotel July 26 with the anniversary banquet in the evening. For information, send self-addressed stamped envelope to

Waves' Reunion Committee
Box 4670, Anacostia Station
Washington, D. C.

SIRS:

Your readers may be interested in the reaction citizens of Kaneohe had when they saw LCol. Joe Warren's VMF-235 pilots practicing field carrier landings.

They thought the pilots were fresh caught and really having a hard time of it. One of the citizens was heard to say that he had been watching the flying and was convinced the pilots must be pretty green. Their approaches were low and slow, and when the plane got to the runway, it seemed to bounce so badly the pilot would have to go around again, he said.

P. S. The good people have been cut in on the scoop.

MAJ. JAMES M. BURRIS
MAG-13

SIRS:

In your April issue you carried a photograph of two naval aviators just returned from Thailand where they were instructors to that nation's air force. The two pilots wore the wings of Thailand on the right breast of their uniforms. Is this correct?

READER

¶ Navy uniform regulations, Article 3-50, state that insignia of other services or nations shall not be worn on a naval uniform. The Thai wings might be pretty, but the pilots were out of uniform.

SIRS:

Some years ago I received a letter from NAS CORPUS CHRISTI stating that "Navy wings are considered a part of the uniform and not a decoration, and therefore, no other wings are permitted on the Naval uniform."

As a former Sgt. Pilot of the RCAF, I feel very strongly on this subject since, having earned those wings, I feel that they should be worn. If there has been a change in policy, I should very much like to know of it.

GEORGE E. SUTTON, USNR
GAINESVILLE, FLA.

¶ BuPers Comment: The U. S. Navy Uniform Regulation . . . specifically states that wings of other services or nations shall *not* be worn on the naval uniform. The aviation insignia (wings) is considered to be a qualification insignia and *not* an award or a decoration.

CONTENTS

● THE COVER

At the end of another day aboard the Essex, off Korea, an airman lashes an F2H jet fighter to the flight deck as the sun's rays slant across the plane.

● 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.

● THE STAFF

● The printing of this publication has been approved by the Director of the Bureau of the Budget, 31 March 1952.

NAVAL AVIATION NEWS

Published monthly by the Chief of Naval Operations and the Chief of the Bureau of Aeronautics to disseminate safety, training, maintenance and technical data. Address communciations to Naval Aviation News Op-501D, Navy Department, Washington 25, D. C. Office located in room 5D628 Pentagon. Phones 73685 and 73515. Op-501D also publishes the quarterly Naval Aviation Confidential Bulletin.

SQUADRON INSIGNIA

MYSTERY surrounding VC-5 since commissioning is stressed by Death and a buzzard companion, riding naval aviator wings against a white cloud. Another mystical squadron insigne is VF-171, a "Screamin' Demon" blasting into porthole view riding on a twin jet ship's anchor with striking power represented by a lightning bolt. Skeletons appear popular. Here VA-175's red Superman with skeleton head tosses a rocket and holds a bomb. In contrast, a hunting falcon perches on the glove of the hunter in Tactical Air Control Squadron One's insigne, at lower right.

VC-5

VF-171

VA-175

TACRON ONE

NAVAL AVIATION

NEWS

SHIPS of the United States Fleet travel far and wide. Lying at anchor in Piraeus Harbor, Greece, is the aircraft carrier Franklin D. Roosevelt accompanied by other ships of the Mediterranean Sixth Fleet. In the foreground appears the famed Acropolis with the classic Parthenon perched atop it. Follow seagoing aviation in Naval Aviation News by sending $2 check or money order to:

Superintendent of Documents
Government Printing Office
Washington 25, D. C.